

NAMED TRAINS OF THE PRR INCLUDING THROUGH SERVICES

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Note: Trains marked by asterisks (*) are believed complete

The use of names to distinguish certain major passenger trains had a long history on the Pennsylvania Railroad system. However, for the first fifty years or so the names were simply descriptive, usually the destination paired with the term "Express", which set such trains apart from "Accommodations" or locals. A more select category, the "Limited" with all first-class accommodations (parlor or sleeping cars), made its debut with the *New York and Chicago Limited* of 1881. The "Special", just as exclusive as the Limited, but making fewer stops or running extra-fast, appeared in 1902.

However, it was not until the railroad began to encounter competition for passenger traffic around the time of World War I that the Passenger Department began giving its deluxe trains more colorful or evocative names. The United States Railroad Administration, which operated the railroads from January 1918 through February 1920, suppressed most train names, as they did competitive advertising and luxury services in general, but after the postwar economic dislocations, the naming of trains was resumed with new vigor. Eventually, almost every train that carried sleeping or parlor cars also carried a name.

***THE ADMIRAL:**

Est. 4/30/1939, replacing THE LEGISLATOR eastbound; #120; Washington-New York; renamed THE CONSTITUTION replacing #128 4/27/1941.

***THE ADMIRAL:**

Est. 4/27/1941 by renaming THE ADVANCE GENERAL; #70 eastbound only, Chicago-New York; #71 westbound est. 4/26/1942, removing last coaches from THE GENERAL; renumbered #50-51 and downgraded to local 4/29/1956; #51 cut to Pittsburgh-Chicago with connections from THE CLEVELANDER 4/29/1956; #51 extended to Philadelphia-Chicago 9/9/1956; #51 discontinued Philadelphia-Pittsburgh 2/16/1958 and Pittsburgh-Chicago 10/26/1958; #50 discontinued eastbound 4/30/1971.

***THE ADVANCE CONGRESSIONAL:**

Est. 10/3/1941; 1st #152; Washington-New York running 4 to 6 days per month non-stop Baltimore-Newark; made daily running non-stop Washington-Newark 4/28/1942; designated CONGRESSIONAL (FIRST SECTION) 4/18/43; last trip 4/26/1947.

***THE ADVANCE EAST COAST CHAMPION:**

Est. 6/15/1957; #7, operating weekends only, New York-Miami; last trip 9/1/1957; see also WEEKEND CHAMPION.

***THE ADVANCE FEDERAL:**

Est. 4/28/1946; #199; all-coach train; Boston-Washington; regular FEDERAL #173 is all-Pullman; last trip 9/28/1946.

ADVANCE FLORIDA SPECIAL:

Est. 12/15/1938 (runs irregularly in 1937/38 season); Adv. #87-88; all-first class, winter-only train; New York-Miami; runs non-stop Philadelphia-Jacksonville; runs also 1/11/40-4/ __/40; runs as #187-188, ADVANCE FLORIDA SPECIAL (EAST COAST) 12/13/40-4/4/41 and 12/12/41-4/25/42 (or earlier). NB: ran 1938/39 as Adv. 87-88 or 187-188?; 1939/40 as adv. 87-88; 1940 as adv. 87-88; last trip Adv. 87 3/1/1941; last trip Adv. 88 5/1/1941; 1940/41-42 as 187-188; 1940-41 is "New England Florida Special (East Coast); 12/12/41-4/24/42 is #168/187-188/164 "Boston-Washington Section of Florida Special"

***THE ADVANCE GENERAL:**

Est. 6/30/1940; #70, eastbound only, all-Pullman train, Chicago-New York; renamed THE ADMIRAL 4/27/1941.

***THE ADVANCE GOLDEN ARROW:**

Est. 10/29/1944; #79; New York-Chicago; redesignated as first section of GOLDEN ARROW 4/28/1946.

***THE ADVANCE SENATOR:**

Est. 5/18/1947; 1st #176; Washington-Boston; carries through traffic from BIRMINGHAM SPECIAL and CAMILLIA; last trip 9/27/1947.

***THE ADVANCE SILVER METEOR:**

Est. 12/6/1942; #31-32; New York-Miami; renumbered #21-58 12/12/1946; discontinued for summer season 5/18/1947; renamed SILVER STAR for start of winter season 12/12/1947.

***THE AFTERNOON CONGRESSIONAL:**

Est. 3/17/1952 from THE CONGRESSIONAL; #152-153; chief train between New York and Washington; last trip of #153 10/25/1969; name of #152 dropped by Amtrak 11/13/1971.

***THE AFTERNOON KEYSTONE:**

Est. 4/30/1961 replacing THE LEGISLATOR; #149; New York-Washington; combination of CRESCENT and tubular KEYSTONE cars; last trip 10/25/1969.

***THE AFTERNOON STEELER:**

Est. 4/30/1950 from THE STEELER westbound and new eastbound; #361-362, Pittsburgh-Cleveland via Salem and Alliance; renumbered #362-363 9/27/1953; last trip 6/28/1958.

***AIKEN-AUGUSTA SPECIAL:**

Est. 1/6/1928 by renaming AUGUSTA SPECIAL; #31-32; New York-Charlotte-Aiken/Augusta via PRR-SouRy; renamed AUGUSTA SPECIAL 8/2/1953 when rail service to Aiken replaced by taxi.

***THE AIRWAY LIMITED:**

Est. 7/7/1929 as advance section of THE AMERICAN; 1st #65; New York-Port Columbus as part of air-rail service to Los Angeles; eastbound planes connect with THE AMERICAN without any special designation as AIRWAY LIMITED; operated as separate train #55 4/27/1930-9/28/1930 one hour earlier than #65 a/c Daylight Saving Time; last trip 2/16/1932 due to sudden "temporary" discontinuance of connecting Flight #5 by T&WA.

***AKRON & CLEVELAND EXPRESS:**

Est. 8/28/1912; #26; Chicago-Pittsburgh via Youngstown with Chicago-Akron and Chicago-Cleveland cars; renumbered #42 5/25/1913; renumbered #142 5/28/1916; renamed AKRON EXPRESS 6/16/1918.

***AKRON-CLEVELAND EXPRESS:**

Est. 5/23/1920 by renaming YOUNGSTOWN-NEW CASTLE EXPRESS; #142; Chicago-Pittsburgh via Youngstown with Chicago-Akron and Chicago-Cleveland cars; name dropped Oct. 31, 1920.

AKRON EXPRESS:

Est. 6/16/1918 by renaming AKRON & CLEVELAND EXPRESS; #142; Chicago-Pittsburgh via Youngstown; renamed PITTSBURGH NIGHT EXPRESS (6/16/1918-5/25/1919)

***THE AKRONITE:**

Est. 9/27/1936; #9-10; New York-Akron via Youngstown; #10 originally combined with MANHATTAN LIMITED east of Pittsburgh; #10 combined with THE CLEVELANDER east of Pittsburgh 6/20/1937; #9 combined with THE CLEVELANDER east of Pittsburgh 1/30/1938; #10 combined with THE GOLDEN ARROW east of Pittsburgh 4/24/1938; #10 combined with THE CINCINNATI LIMITED east of Pittsburgh 9/25/1938; #10 combined with THE CLEVELANDER east of Pittsburgh 4/30/1939; #9-10 made separate New York-Akron train 9/28/1941; #9 combined with THE CLEVELANDER east of Pittsburgh 1/19/1947; #9 combined with THE MANHATTAN LIMITED east of Pittsburgh 4/27/1947; #10 combined with THE ADMIRAL east of Pittsburgh 9/28/1947; #9 combined with THE ADMIRAL east of Pittsburgh 9/25/1949; #10 combined with THE CLEVELANDER east of Pittsburgh 6/26/1949; renumbered #338-339 and combined with THE CLEVELANDER east of Hudson, Ohio 4/26/1953; last trip 4/27/1958.

***THE ALEXANDRIA:**

Est. 9/28/1941; #159 late night train New York-Washington; last trip 4/26/1947; revived as #147-166 4/29/1951; #147 last trip 9/29/1951; #166 made Sunday-only 9/28/1952; last trip 4/22/1956; #166 made Saturday-only to replace THE FEDERAL 2/16/1958; last trip 4/26/1958.

***THE ALL-FLORIDA SPECIAL:**

Est. 11/17/1924; #103-104; all-Pullman fall and winter-only train between New York and both coasts of Florida via SAL; carries Boston cars; renamed ORANGE BLOSSOM SPECIAL 1/27/1925; restored as separate train #303-304 9/7/1925 running Sept.-Feb., all-Pullman; last trip 2/19/1927.

***THE ALLEGHENY:**

Est. 9/26/1948 naming a train formerly known as the MERCANTILE EXPRESS; #6; St. Louis-Pittsburgh connecting with THE DUQUESNE for New York; last trip 4/25/1959.

***ALTOONA EXPRESS:**

Est. 11/30/1919; #629; Philadelphia-Altoona; last trip 3/12/1921.

***THE AMERICAN:**

Est. 4/26/1925 as premier extra-fare, all-first class train between New York and St. Louis to match B&O's new NATIONAL LIMITED; #65-66; extra-fare, first-class status dropped 4/24/1932; renumbered #66-67 6/21/1936; westbound only rerouted via Piqua 4/25/1937; restored to run via Dayton 9/29/1938; downgraded 1938 after SPIRIT OF ST. LOUIS streamlined; superseded as second-rank train by THE PENN TEXAS 8/15/1948; #66 discontinued east of Harrisburg and combined with THE CLEVELANDER 3/6/1949; #66 restored east of Harrisburg 4/24/1949; last trip 4/28/1956.

ANTHRACITE EXPRESS:

Train est. 5/27/1901; named (11/30/19-3/1/20?); #5903-5906; Philadelphia-Pottsville-Wilkes Barre; renumbered #706-707 4/25/1937 (or 1927?); name dropped eff. 9/29/1940; service discontinued 8/21/1941.

***THE ARLINGTON:**

Est. 9/24/1933; #158 Washington-NY, northbound only; #137 southbound added 9/29/1935; southbound renumbered #143 and #137 assigned to MOUNT VERNON 9/28/1947; #158 discontinued 6/24/1956 and replaced by THE EVENING KEYSTONE; southbound renumbered #141 10/26/1958; renumbered #143 4/26/1959; discontinued eff. 10/25/1959; restored as #143 for summers only, 4/24/1960-10/29/1960, 4/30/1961-10/28/1961 and 4/29/1962-10/27/1962; last trip 10/27/1962.

ASHEVILLE SPECIAL:

Est. (by 6/26/22)(Name first shown in Guide 9/ 1929-6/7/1930) by renaming earlier train est. pre-1/1902; #15-16; as late as 7/29/29 runs Salisbury-Asheville only; through cars New York-Asheville via PRR/SouRy; combined with AUGUSTA SPECIAL north of Salisbury, N.C.; revised to run from #31-32 at Greensboro via Winston-Salem 10/20/1949; southbound sleeper connection switched from THE CRESCENT/AUGUSTA SPECIAL to #47 THE SOUTHERNER 5/13/1955 - coach remains on #37/31; when AUGUSTA SPECIAL discontinued on 10/23/1966, #15 combined with THE SOUTHERNER and #16 with THE CRESCENT; cut back to Biltmore Station in Asheville 12/13/1968; name dropped 2/1/1970; New York-Asheville sleeper dropped 2/15/1970; cut to tri-weekly, coach-only train connecting at Salisbury with THE PIEDMONT eff. 7/22/1970; renumbered #3-4 5/1/1971; last trip 8/8/1975.

ATLANTA-BIRMINGHAM SPECIAL:

Est. (1/8/11-5/5/11) by naming former SEABOARD EXPRESS; #32-33; Washington to Birmingham via SAL with through cars to New York; renumbered #5-6 (1/6/13-4/26/14); runs combined with FLORIDA-CUBA SPECIAL north of Hamlet; through cars discontinued (by PRR 12/16/1917? or USRA 1/6/1918); not restored after war; renamed ROBERT E. LEE when air conditioned 4/28/1935.

ATLANTA SPECIAL:

Est. 10/20/1895; through cars Chicago-Atlanta via ____; (from Watkins - no indication of northbound run - may not be real name - cannot be verified in Official Guide)

ATLANTA SPECIAL:

Est. (1/18/92-5/21/93); PRR 2nd #27; New York-Washington with through cars to Atlanta via SAL; discontinued (5/21/93-6/9/95)

ATLANTA SPECIAL:

Est. (by 5/26/01); #31-34; Washington-Atlanta via SAL; in summer combined with FLORIDA & METROPOLITAN LIMITED north of Hamlet; renumbered #33-34 12/1/1901; renumbered #31-34 ca. 4/13/1902; renumbered #32-33 1/1/1903; renamed SEABOARD EXPRESS 4/12/1903.

ATLANTA SPECIAL:

Est. (2/23/13-1/18/14); 1st #37-38; Washington-Atlanta solid through train via SouRy; discontinued eff. 10/18/1914; restored without name 12/23/1917; renumbered #137-138 and name restored 5/19/1918; Washington-Atlanta via SouRy; through cars discontinued under USRA; replaced by PIEDMONT LIMITED 4/29/1923.

***ATLANTA SPECIAL:**

Est. 9/23/1928; #207-208; Hamlet-Atlanta via SAL; combined with THE SOUTHERNER north of Hamlet; became Hamlet-Birmingham section of SOUTHERN STATES SPECIAL 5/5/1929.

ATLANTIC CITY & WASHINGTON EXPRESS:

Est. (7/ /1899 - see chron); #37-38; summer-only through train Washington-Atlantic City; renamed WASHINGTON & ATLANTIC CITY SPECIAL for season beginning 6/24/1903; name restored as #76-77 (1907-1910); renamed ATLANTIC CITY EXPRESS/WASHINGTON EXPRESS (1910-5/1916). NB: in 5/24/03 is WASH & AC SPC; ren. #937-938 AC SPC. (1904-6/11/05); ren. #198-199 fo season begin 3/30/06; (1907-10 reverts to #76-77 AC & WASH EXP; name not shown by 6/26/16; on 1/3/1916 ren. #1014-1045

ATLANTIC CITY EXPRESS/WASHINGTON EXPRESS:

Est. (1910-5/1916) from ATLANTIC CITY & WASHINGTON EXPRESS; #1014-1045 (ren. 1/3/1916); summer only through train between Atlantic City and Washington; unclear if discontinued by USRA (9/1918-6/1920) - name not shown in 6/26/16 guide; did op. thru. 9/16/17 and 6/29/19-? and 6/12/1921-?; name restored 4/30/1922; renumbered #1045-1057 (Sun.) 6/17/1923; through cars operated in winter beginning (by 3/1923) on #402-411; renumbered #1046-1049 and reduced to summer-weekend-only (Apr.-Sept.) (1929-5/2/1932-definitely by 4/30/33 if EXP not begin until June) and name dropped in through timetable but retained in Maryland Division local timetable; last trip 9/13/1942; not revived after war.

ATLANTIC CITY LIMITED/NEW YORK LIMITED:

Est. 6/29/1919 (name first shows in Guide 10/19/1919; #1074-1083; all-parlor car, extra-fare train between New York and Atlantic City; weekend-only, running south on Friday night and north on Sunday evening; last trip #1074 8/2/1931; last #1083 8/7/1931; last run was northbound Labor Day extra 9/7/1931.

ATLANTIC CITY SPECIAL:

Est. (1904-6/11/05) from WASHINGTON & ATLANTIC CITY SPECIAL; #937-938; summer-only through train Washington-Atlantic City; renumbered #198-199 3/30/1906; renamed ATLANTIC CITY & WASHINGTON EXPRESS (1907-1910)

ATLANTIC COAST LINE EXPRESS:

Est. 1/1/1893; #14/40; St. Augustine and Tampa to New York via ACL; (NB in 1893 southbound is #23 SOUTHERN EXPRESS; in 11/15/96 is #35 on PRR); in 6/9/01 is #23-78; renumbered #39-40 5/24/1903, New York-Jacksonville; renumbered #80-89 11/26/1905; renamed COAST LINE FLORIDA MAIL 1/4/1921.

ATLANTIC COAST LINE EXPRESS: (PRR train)

Est. 1/1/1893; from WASHINGTON & NEW YORK FAST EXPRESS; #40/32; Washington-New York with through cars from ACL; #35 southbound added 6/24/1893; renumbered #32 (6/9/95-11/15/96); renumbered #82-85 (11/27/04-12/3/05); #82 discontinued and #85 renamed ATLANTIC COAST LINE & SEABOARD AIR LINE EXPRESS (4/10/10-5/26/12)

ATLANTIC COAST LINE EXPRESS: (PRR train)

Est. (1/27/03-11/27/04) from NEW YORK & SOUTHERN EXPRESS/SOUTHERN NIGHT EXPRESS; #39-40; New York-Washington with through cars for ACL; renumbered #80-89 (11/27/04-12/3/05); #80 to ATLANTIC COAST LINE & SOUTHERN RAILWAY EXPRESS (12/3/05-1/7/07); #89 renamed A.C.L., SOUTHERN RAILWAY & N.& W. RAILWAY EXPRESS (1/7/07-4/10/10);

*ATLANTIC COAST LINE LIMITED:

Est. 2/13/1925; #70; Jacksonville-New York to take coaches off HAVANA SPECIAL; last trip 3/31/1925.

ATLANTIC EXPRESS:

Est. 6/30/1888 on Lines East (G); #20; Chicago-Jersey City via Columbus; through cars from St. Louis, Memphis-Louisville-Cincinnati via Dayton; (NB: in 9/19/93 on LW is via Ft. Wayne); by 5/18/96 #20 runs two sections east of Columbus - one coach and one Pullman; by 2/6/98 #20 from Chicago is "Mail & Exp." via Ft. Wayne; renumbered #8; Chicago-New York via Ft. Wayne 5/29/1904; (in 3/1/09 LW is #8 Chi-NY via Ft. Wayne and #24 St.L.-Pitts); #8 renamed EASTERN EXPRESS and ATLANTIC EXPRESS becomes #10, operating via Columbus 5/25/1913; cut to Pittsburgh-Philadelphia #10/50 4/1/1914; renumbered #110/10/450 5/28/1916; renumbered #610 Pittsburgh-Harrisburg only connecting with #6 MERCANTILE EXPRESS 11/30/1919; renumbered #610/4 5/23/1920; renumbered #610/606 11/28/1920; renumbered #610/6 by (in 1921-22 gap); renumbered #610/606 4/25/1926; last trip 4/28/1928. NB: in 9/19/93 is PFWC ATLANTIC EXP.; by 1923 #610 is HARRISBURG EXPRESS in employee tt

*ATLANTIC EXPRESS:

Est. 1/1/1906 from OHIO & VIRGINIA EXPRESS; PCC&StL #24; St. Louis-Pittsburgh via Piqua; last trip 5/24/1913.

*ATLANTIC EXPRESS:

Est. 5/25/1913 by renaming EASTERN EXPRESS; PCC&StL #10; renumbered #110 5/18/1916; Chicago-Columbus-Pittsburgh; renumbered #108 9/26/1926; renamed THE OHIOAN 4/28/1935.

AUGUSTA SPECIAL:

Est. 10/24/1915; #31-32; through train New York-Augusta via PRR and SouRy; also carries New York-Asheville cars forwarded on #15-16 which become the ASHEVILLE SPECIAL (by 6/26/22? or 9/29-6/7/30); also carried Aiken car; through cars on PRR dropped by USRA (by 7/1918); renamed AIKEN-AUGUSTA SPECIAL 1/6/1928; name reverts to AUGUSTA SPECIAL when Aiken service dropped 8/2/1953; combined with THE CRESCENT north of Charlotte 6/29/1956; through New York cars except northbound sleeper from Raleigh discontinued 6/11/1961 (last trip of Raleigh-Durham to New York sleeper 10/27/1962); discontinued Charlotte-Fort Mill and Warrentonville-Augusta and name dropped, last trip 10/22/1966, leaving portion in S. Carolina as an unnamed local between Ft. Mill and Warrentonville; last trip Fort Mill-Warrentonville 10/14/1967.

BALTIMORE DAY EXPRESS:

Est. 1/16/1958 from WASHINGTON EXPRESS; #570; Buffalo-Washington; renumbered #570/572 south of Baltimore 10/28/1956; last trip Baltimore-Washington 2/15/1958; last trip Buffalo-Harrisburg and name dropped 8/3/1967; last trip Harrisburg-Baltimore 10/19/1968; see also BUFFALO DAY EXPRESS.

*BANKERS SPECIAL:

Est. 5/28/1928; #261; Jersey City-Philadelphia (westbound only); #252 est. eastbound 9/30/1928; special commuter train timed for Philadelphians doing business on the New York Stock Exchange; renumbered #267-258 9/29/1929; last trip 4/25/1930; name did not appear on timetables.

BAR HARBOR EXPRESS:

Est. on PRR 6/11/1917 as WASHINGTON-BAR HARBOR EXPRESS; #175-176; summer-only, all-Pullman train, Washington-Bangor-Rockland and Mt. Desert ferry (Mt. Desert definitely by 6/17/18); NEW YORK-BAR HARBOR EXPRESS ran from Grand Central prior to 1916; combined with PRR train at Portland, Maine; Bretton Woods car added 6/29/1917; PRR train renamed PHILADELPHIA-BAR HARBOR EXPRESS 6/14/1920; in 1922 operates twice a week in May and Sept.-Oct. and three times a week June-Sept.; renumbered #169-170 6/19/1928; renumbered #170-171 4/26/1931; NEW YORK-BAR HARBOR EXPRESS makes last run 9/20/1931, and beginning in 6/3/1932 a single BAR HARBOR EXPRESS operates via Penn Station; renumbered #111-132 5/20/1932; last trip 9/27/1942; discontinued for war; restored 6/7/1946 (weekend) and 6/24/1946 (daily) operating via Providence & Worcester instead of Norwich & Worcester (file - A-sheet says restored 6/25/46 daily north of Phila.); by 6/20/49 operates only three times a week; by 1951 operates only north of Philadelphia; PRR #184-185 discontinued between Philadelphia and New York 6/28/1954; continues to carry through cars from Philadelphia and Washington; in 1955 operates twice a week; last trip daily car to Bretton Woods and weekend car to Plymouth 9/3/1956; last trip Bangor-Ellsworth 9/15/1957; last trip Philadelphia-Rockland car 9/1/1958; in 6/20-9/14/58 season is #184-185 THE BAR HARBOR; last trip 9/5/1960.

THE BAY STATE:

Est. as PRR train 9/29/1940; #188/10; Philadelphia-New Haven connecting with New Haven's #10 BAY STATE for Boston, northbound only; renumbered #182/10 9/28/1941; begins running through to Boston 9/27/1942; renamed THE WILLIAM PENN 4/28/1946 and BAY STATE reverts to #11-12 New Haven train operating between Grand Central and Boston; #11 discontinued (10/30/66-1/69); #12 renumbered #4 2/2/1969; renumbered from #4 to #182 by Penn Central 4/26/1970 when all corridor trains placed in 100-series; switched to Penn Station 9/21/1970; operated NY-Boston as #182 4/26/1970-11/13/1971; to Washington-Boston #140-145 11/14/71-10/28/72; to #142-143 Phila.-Boston 10/29/72-12/13/72; #183 only terminated at New York 12/14/72-4/28/73; #144-149 New Haven-Springfield-Boston 4/29/73-3/1/75. (NH shows no #12 or #182 3/16/70, 4/26/70) (NEEDS prior New Haven history)

THE BAY STATE: (check against above)

Est. 9/29/1940; #188/10; Philadelphia-New Haven connecting with New Haven's #10 BAY STATE for Boston, northbound only; renumbered #182/10 9/28/1941; begins running through to Boston 9/27/1942; renamed THE WILLIAM PENN 4/28/1946 and BAY STATE reverts to New Haven train operating between Grand Central and Boston; renumbered from #4 to #182 by Penn Central 4/26/1970 when all corridor trains placed in 100-series; switched to Penn Station 9/21/1970; operated NY-Boston as #182 4/26/1970-11/13/1971; to Washington-Boston #140-145

11/14/71-10/28/72; to #142-143 Phila.-Boston 10/29/72-12/13/72; #183 only terminated at New York 12/14/72-4/28/73; #144-149 New Haven-Boston 4/29/73-3/1/75.

BIRMINGHAM SPECIAL:

Est. 5/16/1909; #29-30; Washington-Atlanta-Birmingham via SouRy with through cars from New York; through cars dropped by USRA during war (12/16/1917 or 12/23/17?); #29-30 discontinued Atlanta-Birmingham 5/15/1932 and cars routed via Bristol and Chattanooga via SouRy-N&W-SouRy as #29/17-18/30 (combined with #29-30 north of Monroe); made independent train north of Monroe 1/13/1936; through cars north of Washington discontinued 10/27/1956; name dropped 2/1/1970; last trip Bristol, Va.-Valley Head, Ala., 8/11/1970; discontinued Valley Head-Birmingham (10/1970 - possibly 11/4/70 -see A-sheet); discontinued between Bristol and Lynchburg 4/30/1971; renumbered #7-8, Washington-Lynchburg 5/1/1971 (PTJ has name dropped 6/1 and renumbered); eff. 5/1/1971 carries piggyback cars south Alexandria-Monroe (PTJ says eff. 6/1/71; pass. cars carried on TOFC train to Carolinas); discontinued eff. 6/1/1975 (PTJ has last trip 5/21/75).

***THE BLUE DIAMOND:**

Est. 7/1/1965; #454-455, coach train, Wilmington-Delmar; last trip 12/31/65; operated as 6-month experiment to attract new riders.

***BLUE GRASS SPECIAL:**

Est. 8/17/1952 from CHICAGO DAYLIGHT EXPRESS; #308-315; Chicago-Louisville; combined with THE UNION (south) and THE RED BIRD (north) west of Logansport 6/8/1954; renumbered #91-92 4/29/1956; name dropped 4/28/1957; last trip Logansport-Indianapolis 5/24/1958 and passengers carried between Chicago and Indianapolis on NYC's JAMES WHITCOMB RILEY; last trip Indianapolis-Louisville 4/26/1959.

BOSTON EXPRESS:

Est. (1/18/92-5/21/93) from SOUTHERN & BOSTON EXPRESS; #58; Washington-Boston overnight train via ferry *Maryland*; renamed FEDERAL EXPRESS (6/3/00-5/26/01); see also BOSTON & SOUTHERN EXPRESS.

BOSTON & SOUTHERN EXPRESS:

Est. (1/18/92-5/21/93) from SOUTHERN FAST MAIL; #27; Boston-Washington overnight train with through cars to the South; renamed SOUTHERN FAST MAIL (5/21/93-5/13/94); renamed BOSTON & SOUTHERN EXPRESS (5/13/94-6/9/95); renamed SOUTHERN FAST MAIL (6/9/95-2/21/96); renamed BOSTON & SOUTHERN EXPRESS (2/21/96-11/15/96); rerouted from New York & New England RR to Shore Line through Providence 1/24/93; all vestibuled equipment (by 1893); renamed FEDERAL EXPRESS (6/3/00-5/26/01).

BOSTON & WASHINGTON NIGHT EXPRESS:

Est. (6/25/77-5/31/80) from BOSTON, PHILADELPHIA & WASHINGTON NIGHT EXPRESS; Boston-Washington via steamer *Maryland*; renamed FAST MAIL (5/31/80-7/ /84); see also WASHINGTON & BOSTON NIGHT EXPRESS.

BOSTON EXPRESS: (NO!)

Est. 4/17/76 (may not have name - name used by 1893); is #40 in 5/24/91, #58 in 2/21/96; northbound counterpart of BOSTON & SOUTHERN EXPRESS; renamed FEDERAL EXPRESS (after 1893)

BOSTON EXPRESS:

Est. (11/18/92-5/21/93) from SOUTHERN & BOSTON EXPRESS; #58; overnight Washington-Boston train via steamer *Maryland*; renamed FEDERAL EXPRESS (6/3/00-5/26/01).

BOSTON, PHILADELPHIA & WASHINGTON NIGHT EXPRESS:

Est. (8/ /76-6/25/77) from LIMITED MAIL; through train Boston-Philadelphia via steamer *Maryland* with New York-Washington cars; renamed BOSTON & WASHINGTON EXPRESS (6/25/77-5/31/80); see also WASHINGTON, PHILADELPHIA & BOSTON NIGHT EXPRESS.

***BOSTON-PITTSBURGH-ST. LOUIS/ST. LOUIS-PITTSBURGH-BOSTON EXPRESS:**

Est. 11/24/1917; #71-72; Boston-St. Louis; #71 via Piqua; #72 via Dayton; last trip 1/5/1918; service later revived as THE PILGRIM.

BOSTONIAN:

Est. as a New Haven train 5/4/1925; #28; Boston to Grand Central; as #14 discontinued 1/2/1958; revived running to Penn Station as #186 4/26/1959, replacing THE QUAKER; last trip 7/25/1959; restored as Grand Central-Boston train #2 2/2/1969; renumbered #180 4/26/1970; switched from Grand Central to Penn Station 9/21/1970; continued by Amtrak; last trip 11/13/1971; restored as #162 5/19/1974-4/29/1978.

***THE BROADWAY LIMITED:**

Est. 11/24/1912 by renaming PENNSYLVANIA SPECIAL; #28-29; schedule lengthened from 18 to 20 hours; last trip 11/30/1917 as war measure; restored 5/25/1919; streamlined 6/15/1938; combined with THE GENERAL as #48-49 and lost all-Pullman status eff. 12/13/1967; continued by Amtrak; renumbered #40-41 11/14/1971; discontinued 9/10/1995.

***THE BUCKEYE:**

Est. 9/27/36; #316; Cleveland-Pittsburgh via Youngstown; renumbered #338 1/19/1947; renumbered #328 9/28/1947; name dropped 2/29/1948; last trip 4/28/1956.

***THE BUCKEYE:**

Est. 12/1/1957 by renaming PRR section of the former SOUTHLAND; #74-75; Cincinnati-Chicago via Richmond and Logansport; renumbered #67-68 and name dropped 4/28/1968; last trip 2/19/1969; connecting train #86-87 between Richmond and Columbus last trip 2/4/1969.

***THE BUCKEYE LIMITED:**

Est. 11/26/1916; #38; Cleveland-New York via Salem; withdrawn 1/6/1918; restored 5/23/1920; in 1920 is extra-fare, all-first class; combined with THE MANHATTAN LIMITED east of Pittsburgh 1/17/1932; extra-fare, all first-class status dropped 4/24/1932; combined with THE PITTSBURGHER east of Pittsburgh 5/22/1932; combined with MANHATTAN LIMITED 9/25/1933; combined with THE PITTSBURGHER 4/29/1934;(rerouted via Youngstown? ca. 9/30/34?); #39 THE CLEVELANDER renamed THE BUCKEYE LIMITED 9/30/1934; both #38-39 renamed THE CLEVELANDER 9/27/1936, and #38 restored east of Pittsburgh; both trains rerouted via Youngstown; for westbound train see THE CLEVELANDER.

***BUCKS COUNTY EXPRESS:**

Est. 12/3/1962; #526; commuter train between Suburban Station and Trenton; named dropped eff. 10/29/1978.

BUFFALO & NORTHERN EXPRESS:

Est. (11/27/04-9/17/06); #57: Philadelphia-Buffalo (Erie?); dropped or renamed (6/19/09-5/1916?)

BUFFALO DAY EXPRESS:

Est. 5/27/1900; #15; Washington-Buffalo; renumbered #51 11/26/1905; renumbered #571 5/28/1916; Washington-Buffalo; name discontinued 11/30/1919; name restored (2/22/1920-11/28/1920); renumbered #571/573 south of Baltimore 10/28/1956; last trip Washington-Baltimore 2/15/1958; last trip Harrisburg-Buffalo and name dropped 8/3/1967; last trip Baltimore-Harrisburg 10/19/1968; see also WASHINGTON DAY EXPRESS, BALTIMORE DAY EXPRESS.

BUFFALO DAY EXPRESS:

Est. (in 12/1900 is #1); (by 5/25/13); #61; Pittsburgh-Buffalo; (same 11/29/14); no name by fall 1915; by 5/25/19 & 9/24/22 is #907 no name; by (4/24/1927) #902?? no name; discontinued Oil City-Buffalo 4/29/1934 (or l.t. 4/24/1938?); see also PITTSBURGH DAY EXPRESS.

BUFFALO EXPRESS:

Est. 5/27/1900; #54; Buffalo-Philadelphia; renumbered #52 11/26/1905; disp. (6/19/09-5/1916?)

***BUFFALO EXPRESS:**

Est. 5/5/1901 for world's fair traffic; #10/503; St. Louis-Columbus-Akron-Buffalo; operates over Erie Railroad east of Akron; combined with regular PRR trains; last trip 8/3/1901; replaced by EXPOSITION EXPRESS.

BUFFALO NIGHT EXPRESS:

Est. 5/27/1900; #7; Washington/Philadelphia-Buffalo; renumbered #57 11/26/1905; (out by 5/1916?) see also WASHINGTON NIGHT EXPRESS.

BUFFALO NIGHT EXPRESS:

Est. (6/15/02-11/27/04); #52; Buffalo-Philadelphia; renumbered #58 11/26/1905; disp? (6/19/09-5/1916?)

BUFFALO NIGHT EXPRESS:

Est. (in 12/1900 is #3); renumbered #5 by 5/28/05?; renumbered #63 by 11/27/1910; #63; Pittsburgh-Buffalo; (same 11/29/14); renumbered #911 1/3/1916; renumbered #913 by 4/24/1927; renumbered #911-914 9/28/1941; last trip and discontinued south of Oil City 4/26/1947; see also PITTSBURGH NIGHT EXPRESS.

BUFFALO, ERIE & PHILADELPHIA EXPRESS:

Est. (/1908-6/19/09) from ERIE & PHILADELPHIA EXPRESS; #54; Buffalo/Erie-Philadelphia; disp. (6/19/09-5/1916?)

***BUFFALO SPECIAL:**

Est. 5/27/1906, replacing unnamed #15-16 operated 5/28/1905-9/2/1905; #65; mid-day train, Pittsburgh-Buffalo; last trip 3/21/1914; restored 6/21/1914-9/13/1914, 6/27/1915-9/7/1915; renumbered #909 6/22/1916; last trip 9/5/1916; see also DUQUESNE SPECIAL.

***THE BULLET:**

Est. 9/5/1937; (named on regular tt. 10/1940); #478-479; a gas-electric car commuter train between Easton, Md., and Wilmington connecting for Broad St., Phila.; carried several PRR executives, including General Counsel John Dickinson, to estates in Talbot County, Md.; last trip 9/27/1947 and replaced by unnamed Clayton-Easton local.

***THE CAMILLIA:**

Est. 5/18/1947 by renaming THE SUN QUEEN; #107/7-8/108; New York to both coasts of Florida via SAL; renamed THE SUNLAND 8/1/1948.

***CAPE CODDER:**

Est. 7/3/1925; #670-671; summer-weekend-only, all-first-class overnight train, Grand Central-Woods Hole & Hyannis; starting 7/3/1925 carries Washington-Hyannis sleeper from MONTREALER at New Haven; loses all-Pullman status 6/19/1936; last trip 9/20/1936; with 1937 season split into DAY CAPE CODDER and NIGHT CAPE CODDER.

***CAPITAL EXPRESS:**

Est. 5/15/1904 by naming PCC&StL #25; Pittsburgh-Indianapolis-St. Louis via Piqua, connecting from the CHICAGO SPECIAL; begins connecting from PENNSYLVANIA LIMITED 8/1911; last trip 5/24/1913.

CAPITAL EXPRESS:

Est. (7/ /12-5/25/13) by renaming MID-WEST EXPRESS/WASHINGTON EXPRESS; #38-55; all-first class train, Washington-Pittsburgh; renumbered #51-52 5/28/1916; [by 5/28/16 is #51/31 thru at least 11/25/17] #52 operates 1/6/18-?; last trip #51 5/22/1920; #52 discontinued 2/26/1922; (possibly also #51?); #52? restored 11/23/1923; last trip #52 4/23/1927.

CAPITOL EXPRESS:

Est. (10/21/25-12/20/25) from THE METROPOLITAN LIMITED (Richmond Section); #240; Indianapolis-Pittsburgh, connecting with THE CINCINNATI LIMITED; last trip 4/27/1929.

***CAROLINA COAST:**

Est. 6/11/1972 by Amtrak; #89-90; New York-Savannah via ACL route; last trip 9/11/1972.

CAROLINA-FLORIDA SPECIAL:

Est. 12/2/1923 replacing FLORIDA-CUBA SPECIAL; #123/1-2/192; in first season carried NY-Pinehurst cars and Washington-Florida cars; year-round train between New York and both coasts of Florida via SAL; in summer combined with ATLANTA-BIRMINGHAM SPECIAL north of Hamlet; renumbered #191-192 1/1/1928 and made winter-only; last trip 4/20/1929 and replaced by NEW YORK-FLORIDA LIMITED operating year-round.

***CAROLINA GOLFER:**

Est. 12/19/1929; #196-197; winter-only, all-first class train, New York-Raleigh-Pinehurst, N.C. via SAL-Norfolk Southern; last trip 4/19/1930; not restored for 1930-31 season at last minute.

***CARPENTER EXPRESS:**

Est. 10/29/1962; #874; commuter train between Suburban Station and Chestnut Hill; name dropped eff. 10/29/1978.

CATSKILL EXPRESS:

Est. 7/2/1893; #___; lv. Phila. 8:20 AM; summer-only train Philadelphia-Jersey City with through cars, including parlor, to ___? via West Shore?; last trip 9/8/1900. This is the name for a through car carried on the West Shore's ___?

THE CAVALIER:

Est. 4/24/1927 from NORFOLK EXPRESS; #449-450, overnight train New York-Cape Charles-Norfolk; renumbered #448-449 9/27/1936; Philadelphia section, #456-457, added for war business 8/30/1942 and #448-449 operated non-stop between Trenton and Cape Charles; Philadelphia section renamed THE MARINER 5/14/1944; CAVALIER renumbered #468-469 4/28/46; #468 cut back to Philadelphia with through New York sleeper 4/26/1953; #469 discontinued New York-Philadelphia 6/28/1953 (restored 9/27/53?; sleeper discontinued north of Philadelphia 2/20/1955; discontinued north of Va. line 4/29/1956; discontinued in Va. eff. 5/28/1956.

*THE CHAMPION:

Est. 12/1/1939; #1-2; all-coach streamliner between New York and Miami; Pullmans added and renamed TAMIAMI-CHAMPION (EAST COAST) during summer off-season starting 5/2/1941; renamed TAMIAMI-CHAMPION (EAST COAST) year-round beginning on 12/6/1942; restored as a single CHAMPION #91-92 running to the west coast only 12/14/1967; continued by Amtrak; renumbered #85-86 11/14/1971; combined with SILVER METEOR north of Savannah and extended to Boston 6/12/72-12/15/72; combined with SILVER METEOR north of Jacksonville 9/14/75-12/12/75, 4/25/76-12/14/76; discontinued 10/30/77-2/26/78; discontinued 10/1/1979.

THE CHAMPION (EAST COAST):

Est. 12/20/1943 by renaming THE TAMIAMI-CHAMPION (EAST COAST); two sections: #1-2 all coach; #7-8 coach and Pullman; #7-8 runs all-Pullman in summer of 1946; #7-8 assigned to MIAMIAN when restored 12/12/1946 and CHAMPION (EAST COAST) #1-2 becomes all-coach; runs coach/Pullman in summer of 1949; #1-2 renamed EAST COAST CHAMPION 12/16/1949; (all-coach in 8/1-47-8/1/46 - when Pullmans carried in winter? when year-round?);

*THE CHAMPION (WEST COAST):

Est. 12/20/1943 by renaming TAMIAMI-CHAMPION (WEST COAST); #91-92; New York-west coast of Florida via ACL; run year-round for war traffic; renumbered #3-4 as all-coach train 12/12/1946; renumbered #91-92 and sleepers restored 4/27/1947; renamed WEST COAST CHAMPION 12/16/1949.

*CHESAPEAKE:

Est. 5/1/1978; #420-421; Philadelphia-Washington Amtrak local run with leased NJ Transit "Jersey Arrow" MU cars; extended from 30th Street to Suburban Station 2/4/1980; renumbered #470-471 10/26/1980; discontinued between Suburban Station and 30th Street Station 10/25/1981; last trip 10/29/1983.

CHESAPEAKE & OHIO EXPRESS:

Est. (5/21/93-6/9/95) from NEW YORK & SOUTHERN EXPRESS; #65; New York-Washington with through cars to C&O; replaced by #169, SOUTHERN RAILWAY & C&O EXPRESS 7/1/1917; #56 eastbound added (6/9/95-11/15/96); renumbered 3rd #56 (5/26/01-1/27/03); renumbered #56 (12/3/05-1/7/07); renamed CHESAPEAKE & OHIO RY., SOUTHERN RY. & NORFOLK & WESTERN RY. EXPRESS (1/7/07-4/10/10); renamed C&O RY. EXPRESS #58 (4/10/10-5/26/12); renamed C&O RY., N&W RY. & SOUTHERN RY. EXPRESS #56 (5/26/12-

1/9/14); renamed C&O RY. EXPRESS #56 (1/9/14-11/29/14); renamed C&O RY. & SOUTHERN RY. EXPRESS #152 (11/29/14-11/25/17).

CHESAPEAKE & OHIO LIMITED:

Est. 7/1/1906; #1-4; Washington-Cincinnati & Louisville via C&O with New York-Louisville sleeper; renamed ST. LOUIS-CHICAGO SPECIAL and CHESAPEAKE & OHIO SPECIAL (1/07-6/21/10) and through cars dropped.

***CHESTER COUNTIAN:**

Est. 12/6/1965; #602; morning train from Harrisburg to Suburban Station; last trip 4/27/1968; name dropped.

THE CHICAGO & CINCINNATI EXPRESS:

Est. 4/5/1885; #19??; to CLEVELAND & CINCINNATI EXPRESS (1/1897-2/6/1898).

THE CHICAGO & NEW YORK EXPRESS:

Est. 2/18/1906; PFW&C #16; where?; Chicago-Pittsburgh connecting with #16 NEW YORK SPECIAL at Pittsburgh; called NEW YORK SPECIAL in 6/25/1905?; renamed CHICAGO & NEW YORK EXPRESS 5/1/1907?; discontinued (7/21/07-5/30/09).

THE CHICAGO & ST. LOUIS EXPRESS:

Est. 11/19/1893 from ST. LOUIS, CINCINNATI & CHICAGO EXPRESS; #21; New York to Chicago via Columbus and to St. Louis via Dayton; split into 1st #21 ST. LOUIS EXPRESS, Pittsburgh-St. Louis via Dayton, and 2nd 21 CHICAGO EXPRESS, 11/24/1912

THE CHICAGO ARROW:

See THE DETROIT ARROW

***CHICAGO DAY EXPRESS:**

Est. 5/25/1913 by renaming DAY EXPRESS; PFW&C #19; Pittsburgh-Chicago; connecting from CINCINNATI, INDIANAPOLIS & CHICAGO EXPRESS; last trip 4/27/1929.

CHICAGO DAYLIGHT EXPRESS:

See CINCINNATI DAYLIGHT EXPRESS

CHICAGO DAYLIGHT EXPRESS:

See LOUISVILLE DAYLIGHT EXPRESS

CHICAGO DAYLIGHT SPECIAL:

Runs to Cincinnati and Louisville

CHICAGO EXPRESS:

Est. (by 11/27/04); #1; Louisville-Chicago; rerouted via South Chicago & Southern 3/4/1906; renamed CHICAGO NIGHT EXPRESS 3/22/1914.

CHICAGO EXPRESS:

Est. (by 11/27/1904); #1; Cincinnati-Chicago; rerouted via South Chicago & Southern 3/4/1906; renumbered #9 and old #9 discontinued __; last trip #9 3/21/1914.

CHICAGO EXPRESS:

Est. 6/30/1907 from CHICAGO SPECIAL; PFW&C #25; Pittsburgh-Chicago; discontinued 1/1908 and replaced by #15; restored 9/ /1908 as #25 CHICAGO SPECIAL; renamed CHICAGO EXPRESS 11/7/1909; renamed METROPOLITAN EXPRESS 5/23/1913

***CHICAGO EXPRESS:**

Est. 11/24/1912 from #21, CHICAGO & ST. LOUIS EXPRESS; 2nd #21, Pittsburgh-Columbus-Chicago; replaced by THE KEYSTONE EXPRESS 5/25/1913.

***CHICAGO EXPRESS:**

Est. 5/25/1913 by renaming CHICAGO SPECIAL; #15; Pittsburgh-Chicago, connecting from PITTSBURGH EXPRESS; renumbered #115 5/28/1916; last trip #115 4/27/1929; replaced by #15.

CHICAGO EXPRESS:

Est. (by 4/24/27 - #1007 est by 5/22/19); #107 (est. by 4/24/270; Pittsburgh-Chicago; last trip 4/27/1929.

***CHICAGO EXPRESS:**

Est. 4/28/1929, replacing #107; #7; Pittsburgh-Chicago; renamed Chicago Section of MERCANTILE EXPRESS 4/27/1930.

***CHICAGO EXPRESS:**

Est. 4/28/1929 by renaming PITTSBURGH & CHICAGO EXPRESS; #15; Philadelphia-Chicago; rerouted via Youngstown 1/17/1932; rerouted via main line 9/27/1936; rerouted via Youngstown 4/28/1940; name dropped 4/26/1942 and reduced to Philadelphia-Pittsburgh local. (in 7/30/28 is #115 CHICAGO EXPRESS from Pittsburgh)

CHICAGO LIMITED:

Est. (1893-2/6/98); #19; New York-Chicago via Columbus; name reassigned to #23 5/24/1903; (by 8/15/98) #19 is CHICAGO SPECIAL. (NB! Lines East #19 is CLEVELAND & CINCINNATI EXPRESS by 1898! and CHI LTD first appears 5/24/03)

***CHICAGO LIMITED:**

Est. 5/24/1903; #23; all-first class, extra fare train New York-Chicago; third Blue Ribbon Train; renamed MANHATTAN LIMITED both directions 5/25/1913; for eastbound train see SEASHORE LIMITED, MANHATTAN LIMITED.

CHICAGO LIMITED:

Est. (by 2/12/22 - or on 2/26/1922 [Guide?]); #7/23; name for Washington-Chicago cars carried on MERCANTILE EXPRESS (Harrisburg-Pittsburgh) and THE MANHATTAN LIMITED (Pittsburgh-Chicago); renamed THE CHICAGOAN 4/29/1923.

CHICAGO MIDNIGHT EXPRESS:

See LOUISVILLE MIDNIGHT EXPRESS

CHICAGO MIDNIGHT SPECIAL:

See CINCINNATI MIDNIGHT SPECIAL

CHICAGO NIGHT EXPRESS:

See CINCINNATI NIGHT EXPRESS:

CHICAGO NIGHT EXPRESS:

See LOUISVILLE NIGHT EXPRESS:

CHICAGO SPECIAL:

Est. (by 8/15/1890); #19; Louisville-Chicago; renamed CHICAGO DAYLIGHT SPECIAL 3/4/1906

CHICAGO SPECIAL:

Est. (by 8/15/1890); #19; Cincinnati-Chicago; renamed CHICAGO DAYLIGHT SPECIAL 3/4/1906.

CHICAGO SPECIAL:

Est. (9/19/93-10/1/94); #31; Philadelphia-Chicago via Ft. Wayne; discontinued (8/95-1/97). (not on Lines East)

CHICAGO SPECIAL:

Est. 5/29/1904 from FAST MAIL (8/22/1902 on Lines West); #25; extra-fare train New York-Chicago; dropped 5/15/1904??; renamed CHICAGO EXPRESS on Lines West 6/30/1907?; renamed METROPOLITAN EXPRESS 5/24/1913

CHICAGO SPECIAL:

Est. (5/18/96?-11/27/04 - 11/1/1902 on LW); #15 Pittsburgh-Chicago, connecting from Pittsburgh Express; verify!! last trip 5/14/1904 LW? or still 6/23/1907

*THE CHICAGOAN:

Est. 4/29/1923 from CHICAGO LIMITED; #7-23; Washington-Chicago; cars operated on MERCANTILE EXPRESS (Harrisburg-Pittsburgh) and MANHATTAN LIMITED (Pittsburgh-Chicago); last trip 4/28/1928.

CINCINNATI & NEW YORK EXPRESS:

Est. 2/18/1906; #42; Cincinnati-New York; renumbered #40 (7/21/07-10/15/08); renamed METROPOLITAN EXPRESS 5/25/1913.

CINCINNATI COMMERCIAL EXPRESS:

Est. 11/26/1916; #1227-1244; renumbered #1226-1227 (by 5/22/19); Pittsburgh-Cincinnati; #1226 dropped (by 2/10/24) and #1227 renumbered #227 (7/25-9/27/25); renumbered #229 2/14/1932; discontinued Pittsburgh-Columbus and name dropped 4/24/1932; last trip Columbus-Cincinnati 5/21/1932.

CINCINNATI DAYLIGHT EXPRESS/CHICAGO DAYLIGHT EXPRESS:

Est. 3/4/1906 by renaming #18-19 CINCINNATI LIMITED (or SPECIAL/CHICAGO SPECIAL; renumbered #216-217 5/28/1916; renumbered #215-216 9/27/1936; Cincinnati-Chicago via Logansport; renamed THE RED BIRD 12/12/1952.

CINCINNATI EXPRESS:

Est. 5/27/1900; PCC&StL #19; Pittsburgh-Cincinnati, connecting from #19 on Lines East; (ok 5/28/1903)

CINCINNATI EXPRESS:

Est. (by 6/14/08); #25; Columbus-Cincinnati; shows on Columbus Union Depot emp. tt.; NB #25 is CHICAGO SPC. on PFW&C.

CINCINNATI EXPRESS:

Est. (pre-5/22/19); #1219 Pittsburgh-Cincinnati connecting from #19; renumbered #219 (7/25-12/20/25); renumbered #267 4/28/1929; renamed Cincinnati Section of THE RED KNIGHT 1/1/1930.

CINCINNATI EXPRESS:

Est. 9/24/1933 from Cincinnati Section of THE RAINBOW; #219; discontinued (9/24/33-8/25/40)

CINCINNATI LIMITED:

Est. (1893-2/6/98); #18; Chicago-Cincinnati day train; renamed CINCINNATI DAYLIGHT EXPRESS 3/4/1906.

*THE CINCINNATI LIMITED:

Est. 5/23/1920; #53; extra-fare, all-first class train New York-Cincinnati; renumbered #41 4/25/1926; est. eastbound 4/25/1926 by renaming #40, THE METROPOLITAN LIMITED; coaches added 9/29/1929; #41 combined with THE GOLDEN ARROW east of Pittsburgh 4/26/1931; #40 combined with THE AMERICAN east of Pittsburgh and #41 combined with THE AMERICAN east of Pittsburgh 11/1/1931; #40-41 restored east of Pittsburgh 2/14/1932; extra fare dropped 4/24/1932; #41 combined with "THE SPIRIT OF ST. LOUIS" east of Columbus 4/24/1932; #41 restored from New York 4/28/1936; renumbered #77-78 and combined with #31 "SPIRIT OF ST. LOUIS" and #4 THE PENN TEXAS east of Pittsburgh 2/22/1959; combined with #4-31 east of Columbus 10/30/1960; combined with #30-31 "SPIRIT OF ST. LOUIS" both ways east of Columbus, 10/28/1962-4/28/1963, 10/27/1963-4/26/1964; 10/25/1964-4/25/1965, and 10/31/1965-4/24/1966; during spring and summer and after 4/24/1966 combined with #4 eastbound; rerouted to ex-NYC line between Columbus and Cincinnati 6/2/1969; last trip 4/30/1971.

CINCINNATI LIMITED (CHICAGO SECTION):

Est. 5/23/1920 from ___; #1007; Pittsburgh-Chicago connecting from #53 at Pittsburgh; discontinued (in 1924??)

CINCINNATI MIDNIGHT EXPRESS/CHICAGO MIDNIGHT EXPRESS:

Est. 4/11/1915; #16-17; Chicago-Cincinnati; renumbered #206-207 and renamed THE SOUTHLAND 5/28/1916; restored as #206 only 7/1/1917; renamed THE SOUTHLAND 11/25/1917; restored as #302(?) 9/24/1922; renumbered #202 (9/24/22-2/10/24); renumbered #200 (2/10/24-4/24/27); number assigned to THE SOUTHLAND 11/1/1928.

CINCINNATI MIDNIGHT SPECIAL/CHICAGO MIDNIGHT SPECIAL:

Est. 3/4/1906; #7-12; Chicago-Cincinnati; renumbered #9-12 (?); #9 renamed CHICAGO NIGHT EXPRESS 3/22/1914.

CINCINNATI NIGHT EXPRESS/CHICAGO NIGHT EXPRESS:

Est. 3/22/1914 from CHICAGO MIDNIGHT SPECIAL and MIDNIGHT EXPRESS; #9-12; overnight train Cincinnati-Logansport-Chicago; renumbered #236-237 5/28/1916; #236 renamed

THE SOUTHLAND 7/1/1917; restored as #236 11/25/1917; renumbered #202 (12/1918-2/10/24); renumbered #200 and renamed CINCINNATI MIDNIGHT EXPRESS (2/10/24-4/24/27) (#236 assigned to SOUTHLAND 5/22/19-2/10/24); old name and number #236-237 restored 12/2/1928; name dropped 4/27/1951; last trip 6/28/1952; reduced to Richmond-Logansport local. (NOTE: SOUTHLAND runs as separate train, winter-only in 1918-19)

CINCINNATI SPECIAL:

Est. (by 11/27/1904); #18; Chicago-Cincinnati; renamed CINCINNATI DAYLIGHT EXPRESS 3/4/1906.

CLEVELAND & CINCINNATI EXPRESS:

Est. (1/1897-2/6/98) 5/27/1900 LW; #19; New York to Cleveland and Cincinnati, taking Cincinnati cars formerly on #7; (called CINCINNATI EXPRESS west of Pittsburgh til 5/27/00; Chi Union tt. of 8/15/09 shows #19 as CHICAGO SPC. via Ft. Wayne and WESTERN MAIL via Columbus!) renamed CLEVELAND, CINCINNATI & CHICAGO EXPRESS 1/18/1911. (NB: called CINCINNATI, INDIANAPOLIS & CHICAGO EXPRESS on 5/25/13 emp. tt., CHICAGO DAY EXP. via Ft. Wayne on Chi. Union 5/25/13 tt.)

CLEVELAND, CINCINNATI & CHICAGO EXPRESS:

Est. 1/8/1911 from CLEVELAND & CINCINNATI EXPRESS; #19: extra-fare train New York-Chicago; #19; New York-Chicago/Cleveland/Detroit/ Cincinnati/Dayton; renamed CINCINNATI, INDIANAPOLIS & CHICAGO EXPRESS (7/ /12-5/23/13); renamed CLEVELAND, CINCINNATI & CHICAGO EXPRESS (9/14/14??); discontinued Columbus-Indianapolis 7/1/1917; (3/ /20-5/23/20?) to CINCINNATI, INDIANAPOLIS & CHICAGO EXPRESS #19; as CC&C EXP?? made separate extra-fare train New York-Chicago, 11/28/1920;(in 9/29/29 is all-Pullman - no name); discontinued east of Pittsburgh, last trip 3/1/1930; discontinued and #19 assigned to THE ST. LOUISIAN 4/27/30.

CLEVELAND EXPRESS:

Est. 9/26/1920; #313; Pittsburgh-Cleveland

CLEVELAND NIGHT SPECIAL:

Est. (by 6/14/1908); #506-507; Cleveland-Columbus; discontinued (after 11/7/09)

THE CLEVELAND SPECIAL:

Est. 11/27/1904 by naming #311; Pittsburgh-Cleveland; discontinued (by 5/1916?)

THE CLEVELAND SPECIAL:

Est. (by 6/14/1908); #502-503; Cleveland-Columbus; discontinued (after 11/7/09).

***THE CLEVELAND-YOUNGSTOWN-PITTSBURGH EXPRESS:**

Est. 4/25/1926; #144; Crestline-Alliance-Youngstown-Pittsburgh with through cars from Chicago via THE GOTHAM LIMITED; last trip 9/26/1936. (no name shown on 7/30/28 Form 1)

THE CLEVELANDER:

Est. (9/24/33-11/25/34 - prob. 9/30/34); #___; Cleveland-Pittsburgh via Youngstown; replaced by #316 THE BUCKEYE 9/27/1936.

***THE CLEVELANDER:**

Est. 11/26/1916; #39; New York-Cleveland via Salem; withdrawn 1/6/1918; restored 5/23/1920; in 1920 is extra-fare, all-first class; extra-fare, all first-class status dropped 4/24/1932; #39 renamed THE BUCKEYE LIMITED 9/30/1934; both trains renamed THE CLEVELANDER 9/27/1936 and rerouted via Youngstown; for eastbound train see THE BUCKEYE LIMITED.

THE CLEVELANDER:

Est. 9/27/1936 by renaming THE BUCKEYE LIMITED; #38-39; overnight train between New York and Cleveland via Youngstown; #38 eastbound only combined with THE GOLDEN ARROW east of Harrisburg 4/24/1938; #38 combined with THE GOLDEN ARROW east of Pittsburgh 9/25/1938; #38 restored as through train to New York 4/30/1939; rerouted to run via Youngstown 4/26/1953 (when routed via Salem?); #38 discontinued seasonally Philadelphia-New York 6/30/1957-10/27/1957; #38 combined with THE MANHATTAN LIMITED east of Pittsburgh 2/22/1959; #38-39 discontinued east of Pittsburgh and combined THE GENERAL #49 and THE MANHATTAN LIMITED #22 4/30/1961; #38-39 combined with THE GENERAL #48-49 east of Pittsburgh 6/15/1961; single coach "ghost train" est. on schedule of #39 Philadelphia-Pittsburgh a/c failure to obtain discontinuance from PUC; sleeper added 7/1/1961; last trip "ghost train" #39 Philadelphia-Pittsburgh 2/26/1964; last trip #38-39 Pittsburgh-Cleveland and name dropped 4/25/1964; becomes Youngstown-Cleveland commuter train; last trip Youngstown-Cleveland 1/29/1965.

***COAST LINE FLORIDA MAIL:**

Est. 1/4/1921 from ATLANTIC COAST LINE EXPRESS; #80-89; New York-Jacksonville via ACL; cut to New York-Florence, S.C. connecting with THE EVERGLADES for Florida 12/2/1930; restored to Jacksonville 8/14/1932; through cars from PRR discontinued summer-only, last trip 4/29/1932; through PRR cars discontinued permanently, last trip 4/1/1933; renamed FLORIDA MAIL 8/18/1943; name dropped and cut to Richmond-Florence, S.C. 8/14/1947; last trip, Richmond to Florence 4/26/1958.

***THE COLONIAL:**

Est. 4/30/1939 by renaming COLONIAL EXPRESS on PRR; #174-175; day train Boston-Washington; renumbered #170-171 10/28/1962; continued by Amtrak; renumbered #173-174 11/14/71; discontinued 4/28/1973; name revived for #181 Bos.-Wash. 2/15/76 and for Boston-Newport News train 6/15/76; still in service.

COLONIAL EXPRESS:

Est. 1/18/1892; (elsewhere says ext, to DC 1890?) by extending PENNSYLVANIA & SHORE LINE DAY EXPRESS to Boston-Washington; #19/97-92/48; renumbered #61-42 (1/18/92-5/21/93); renumbered #61-62 (11/27/04-12/3/05); all vestibuled day train Washington-Boston via Steamer Maryland and Shore Line; (in 11/26/11 bypasses Jersey City & New York) Steamer Maryland made last run 10/17/1912 and train cut back to New York; last trip 11/23/1912; (in Phila tt. as #61-62 5/24/13!); restored 4/30/1917 via Hell Gate Bridge; renumbered #173-174 1/3/1916; renumbered #174-175 9/29/1929; renamed THE COLONIAL on PRR 4/30/1939.

***COLUMBIAN EXPRESS:**

Est. 6/7/1891; #25; Jersey City-Chicago for World's Fair traffic, 1892-93; #25; through cars to Cincinnati and Indianapolis; last trip 11/18/1893; see also KEYSTONE EXPRESS; number used for FAST MAIL after 1896.

***COMMERCIAL EXPRESS:**

Est. 5/25/1913 by renaming NEW YORK LTD./ST. LOUIS LTD. (LW shows short gap with St. L. Ltd. disc. earlier); #26-27; extra-fare train, New York-St. Louis; #26 combined with PENNSYLVANIA LIMITED east of Pittsburgh 7/20/1931; #27 discontinued Indianapolis-St. Louis 11/1/1931; extra fare dropped #27 discontinued east of Pittsburgh 4/24/1932; #26 discontinued 9/24/1933 and replaced by #102, St. Louis section of PENNSYLVANIA LIMITED; #27 restored to Pittsburgh-St. Louis 7/12/1936; #27 becomes unnamed Pittsburgh-St. Louis local 2/10/1942.

COMMERCIAL EXPRESS (DETROIT SECTION):

Est. (by 8/1914); #402; Detroit-Pittsburgh; (ok 9/1915)

***THE COMMODORE:**

Est. 6/25/1933 by naming #2664-2675; through summer-only Philadelphia-Long Branch train via Delair Bridge and Toms River; last trip 9/9/1938.

THE CONGRESSIONAL:

Est. 9/27/1931 by renaming CONGRESSIONAL LIMITED with ending of all-Pullman status; #131-152, New York-Washington; renumbered #152-153 4/24/1938; new lightweight equipment assigned 3/17/1952 and old schedule renamed THE AFTERNOON CONGRESSIONAL; see also MORNING CONGRESSIONAL, MIDDAY CONGRESSIONAL; name applied to #131 only by Amtrak 11/14/1971; last trip 12/16/71; name revived 4/30/78 as #187-180; renumbered #187-182 10/28/1979; renumbered #181-182 4/26/1981; name discontinued _____.

***CONGRESSIONAL EXPRESS:**

Est. northbound 5/7/1882; #66; Washington-New York; southbound #31 est. 12/7/1885 as all-Pullman, extra-fare; both trains renamed CONGRESSIONAL LIMITED EXPRESS on 12/20/1885.

***CONGRESSIONAL LIMITED:**

Est. 11/25/1906 by renaming CONGRESSIONAL LIMITED EXPRESS; #59-60; all first class New York-Washington; renumbered #125-126 1/3/1916; discontinued 1/6/1918; restored 3/17/1918; renumbered #127-130 3/17/1918; renumbered #128-129 9/30/1928; renumbered #131-152 9/29/1929; renamed THE CONGRESSIONAL 9/27/1931.

CONGRESSIONAL LIMITED EXPRESS:

Est. 12/20/1885 from CONGRESSIONAL EXPRESS; #31-66, New York-Washington; renumbered #59-60 (1/18/92-5/21/93); extra-fare, all-Pullman southbound only; northbound made extra-fare, all-Pullman 12/1889; all vestibuled equipment (5/11/90-1/18/92); #60 renamed CONGRESSIONAL LIMITED 11/25/1906. (#59 renamed 12/1904-12/3/1905? - or both renamed 11/25/06?)

***THE CONSOLIDATED CHAMPIONS:**

Est. 4/27/1965; #1/191-191/2; operating three times a week between New York and Jacksonville via ACL; last trip 6/3/1965; restored as daily train, 9/6/1965; last trip 10/30/1965.

***THE CONSTITUTION:**

Est. 9/24/1933; #137-154, evening train, New York-Washington; renumbered #135-154 4/29/1934; renumbered #137-154 9/30/1934; renumbered #135-154 4/28/1935; renumbered #155-154 9/29/1935; southbound operated as #135 in summer (4/29/1934-9/28/1940) and #155 in

winter (9/29/1935-4/26/1941); renumbered #147-160 as night train 4/27/1941; #147 discontinued 4/24/1948; restored 9/26/1948; last trip #147 4/23/1949; #160 renamed THE PRESIDENT 6/24/1956.

COTTON BLOSSOM:

Est. 5/18/1947 by renaming the ROBERT E. LEE; #5-6; Washington-Birmingham via SAL; no through cars; name dropped and became mail & express train 4/24/1955 (tt.): (NB last trip #15-16 Hamlet-Birmingham 7/21/68 (when renumbered); last trip #15 Washington-Hamlet 10/25/1968.

***COTTON STATES SPECIAL:**

Est. 10/28/1934 from the Birmingham section of the SOUTHERN STATES SPECIAL; #9-10; Washington-Birmingham via SAL with thru cars from PRR; combined with SOUTHERN STATES SPECIAL and its successor THE SUN QUEEN north of Hamlet, N.C.; renumbered #17-18 12/12/1946; last trip 5/17/1947 and replaced by SILVER COMET.

***THE CRESCENT:**

Est. 4/30/1938 by renaming "No. 37-38"; #37-38; New York-Atlanta-New Orleans via PRR/SouRy/A&WP/L&N; streamlined ca. 12/1949; all-Pullman north of Atlanta until 6/29/1956 when coaches of AUGUSTA SPECIAL added north of Charlotte; last trip of through Washington-Los Angeles sleeper 10/3/1956; starting 2/26/1958 through cars were combined with tubular cars carrying local PRR passengers under the CRESCENT name as train #149; train #149 renamed THE LEGISLATOR 10/30/1960; train #149 renamed THE AFTERNOON KEYSTONE, New York-Washington 4/30/1961; coaches added to #38 Atlanta-New York 12/17/1964; last trip of master room 5/8/1966 ("Crescent" series car remains for lounge); #37 southbound combined with THE SOUTHERNER as #37/47, New York-Atlanta, and coaches added 12/4/1967; #38 paired with the southbound PEACH QUEEN 1/16/1968; A&WP/L&N sleeper and diner discontinued 2/15/1968; A&WP/L&N portion of train between Atlanta and New Orleans reduced to non-connecting local 1/10/1969; last trip of A&WP/L&N segment 1/6/70; #38 discontinued eff. 2/1/1970 and replaced by THE PIEDMONT #6 (Atlanta-Washington only) northbound, and #37/47 replaced by #1 THE SOUTHERN CRESCENT southbound; name restored by Amtrak from SOUTHERN CRESCENT 2/1/1979 as #19-20 upon assuming operation from SouRy; still in service.

***CRESCENT LIMITED:**

Est. 4/26/1925 from NEW YORK & NEW ORLEANS LIMITED; SouRy #37-38; all-Pullman, extra-fare through train New York-New Orleans via PRR-SouRy-A&WP-L&N; combined with other trains north of Washington 4/30/1933; extra fare dropped and designated as "No. 37-No. 38", service charge and club car dropped 6/28/1934; renamed THE CRESCENT 4/30/1938.

CRESSON SPECIAL:

Est. (?); no number, ran extra; summer-weekend-only train (Sat./Mon.), Pittsburgh to Cresson for resort traffic; last trip 9/4/1905. (an weekend express to Cresson & Ebensburg began in 7/10/1886 and revived 6/30/1888)

CYCLONE EXPRESS:

Est. 2/1/1884; #6; Chicago-Cincinnati; renumbered #12 5/28/1885;

DAY CAPE CODDER:

Est. 6/21/1937 from CAPE CODDER; summer-only train between Grand Central and Woods Hole/Hyannis; last trip 9/26/1942 (or 9/23/44?); suspended for war; revived 6/3/1946 as

#104/835/837-830/832/105; last trip 9/7/1958; restored 6/30/1960; last trip 9/12/1964.

DAY EXPRESS:

Est. (1870s?); by 8/1888 was #8; through cars from Chicago via Ft. Wayne, Toledo, Cleveland, Indianapolis and Cincinnati; renumbered #24, Pittsburgh-Philadelphia with western cars and #8 assigned to ATLANTIC EXPRESS 5/29/1904; renumbered #36, Pittsburgh-Philadelphia with western cars; 5/28/1916; renumbered #24, Pittsburgh-Philadelphia 12/11/1917; extended from Philadelphia to New York (by 5/23/23?); combined with THE DUQUESNE east of Harrisburg 4/30/1933 to 9/24/1933; combined with THE DUQUESNE east of Harrisburg 4/29/1934; combined with THE DUQUESNE east of Altoona 6/25/1934; restored to Philadelphia 9/30/1934; combined with THE DUQUESNE east of Harrisburg 4/28/1935; restored to Philadelphia 9/25/1935; name dropped 4/26/1942.

DAY EXPRESS:

Est. 12/27/1875; Watkins & Kane to Philadelphia, paired with NIAGARA EXPRESS; by (5/30/80-5/93) is #8, Canandaigua-Philadelphia; reest. by (5/28/16-7/1/17); #8941-8942; Emporium-Erie; name dropped 11/30/1919; name restored (2/22/20-11/28/20); (by 5/23/23?? renumbered #8970-8971) out by 4/29/23.

DAY EXPRESS:

Est. __; PFW&C #19; Pittsburgh-Chicago; renamed CHICAGO DAY EXPRESS 5/25/1913.

***DAYTON EXPRESS:**

Est. 4/29/1928; #202; Chicago-Dayton-Springfield; combined with LOUISVILLE NIGHT EXPRESS west of Logansport 2/14/1932; last trip 5/31/1933.

***DAYTONIAN:**

Est. 4/28/1946; #204; Chicago-Dayton; westbound #203 unnamed; last trip 9/6/1948; name applied to through sleeping car between Chicago and Dayton.

DELAWARE VALLEY EXPRESS:

Est. (by 11/27/04); #554-577; Philadelphia-Trenton-East Stroudsburg with through cars to Tobyhanna; renumbered #356-375 (6/30/15-5/12/18); name dropped 2/28/1932 (last trip 2/27/1932).

***DELAWARE VALLEY EXPRESS:**

Est. 12/3/1962; #511-528; commuter train between Suburban Station and Trenton; name dropped eff. 10/29/1978.

***DEL-MAR-VA EXPRESS:**

Est. 9/26/1926 by renaming earlier train; #455-462; day train Philadelphia-Cape Charles-Norfolk; renumbered #454-455 9/27/1936; through New York coach established on #455 7/28/1942; #454 extended to New York 8/30/1942; #455 extended to New York 11/14/1943; #455 cut back to Philadelphia 4/27/1947 (last trip 4/26); #454 cut back 6/22/1947; last trip 1/11/1958.

***THE DETROIT ARROW/CHICAGO ARROW:**

Est. 4/28/1935 by naming a train est. 4/2/1933; #4-7; through afternoon train, Chicago-Ft. Wayne-Detroit via PRR-Wabash; prior to 1935 Chicago-Detroit service consisted of through cars exchanged at Fort Wayne; westbound renamed THE CHICAGO ARROW and trains renumbered #1-4 4/27/1941; eastbound renumbered #14-4 9/29/1946 (PRR portion renumbered from #4 to #14); last trip #1 CHICAGO ARROW 1/22/1949; last trip #14-4 DETROIT ARROW 9/24/1949.

***DETROIT EXPRESS:**

Est. 6/22/1902; #5/108/5-4/121/2; name for summer-only through cars St. Louis/Louisville-Detroit via GR&I and Michigan Central from Kalamazoo; last trip 9/27/1902.

***DETROIT EXPRESS:**

Est. 6/1/1929 from TOLEDO & DETROIT EXPRESS; #105; Pittsburgh-Detroit; renamed Detroit Section of PENNSYLVANIA LIMITED 4/24/1932; renamed Detroit Section of THE FORT DEARBORN 9/25/1932.

***DETROIT EXPRESS:**

Est. 6/1/1929 from TOLEDO & DETROIT EXPRESS; #117; Pittsburgh-Detroit; disc. or name dropped 2/10/1942.

DETROIT EXPRESS:

Est. 2/29/1948 by renaming Detroit Section of THE ST. LOUISIAN; #105; Pittsburgh-Detroit; renamed #64 (???) 4/29/1956; last trip 8/30/1958.

DOMINION EXPRESS:

Est. (by 5/25/13); #56-57; Philadelphia/Washington-Buffalo/Canandaigua/Rochester overnight train; renumbered #574-575 5/28/1916; Washington-Buffalo; name dropped 11/30/1919; name restored (2/22/20-11/28/20); #575 discontinued Philadelphia-Harrisburg eff. 7/27/30; #575 restored Philadelphia-Harrisburg 4/24/1932; last trip #575 Philadelphia-Harrisburg 4/29/1939; #574-575 combined with the NORTHERN EXPRESS/SOUTHERN EXPRESS east of Emporium 4/25/1954 as DOMINION EXPRESS-NORTHERN/SOUTHERN EXPRESS; #574 discontinued Baltimore-Washington 11/28/1953; #574 restored Baltimore-Washington 5/25/1954; #574 discontinued Harrisburg-Washington 10/30/1955; DOMINION EXPRESS name dropped 2/16/1958;

***THE DOWN EASTER:**

Est. 7/1/1927; summer-weekend-only train Grand Central-Portland with through cars Bar Harbor, Van Buren and Halifax; begins running from Penn Station 4/27/1941; summer-weekend-only train Penn Station to Waterville, Maine, via NH/B&M/MEC; last trip 9/7/1942; discontinued for war; revived 6/27/1947; #122-123; last trip of Plymouth, N.H., sleeper 9/5/1949; last trip 9/4/1950.

***THE DUQUESNE:**

Est. 12/15/1929; #74-75; 8-hour day train Philadelphia-Pittsburgh; #75 combined with FORT DEARBORN 4/24/1932 thru 1/30/1938 [same train carries name FT. DEARBORN for NY-Chicago and New York-Pittsburgh cars and DUQUESNE for Philadelphia-Pittsburgh cars]; #74 extended to New York 1/19/1947; #75 extended New York-Philadelphia 4/29/1951; #75 discontinued New York-Philadelphia 9/27/1953; #75 discontinued and DUQUESNE name transferred to #25, the former METROPOLITAN and #74 renumbered #24 4/29/1956; #25 extended to New York 4/29/1956; (Mutual says #25 combined with ST. LOUISIAN 4/29/56); #25 cut back to Philadelphia 6/30/1957; #24 discontinued Philadelphia-New York 2/16/1958; #25 extended Philadelphia-New York 4/27/1958; name reassigned eastbound to #16 (Pittsburgh-New York) and #24 renamed THE NEW ENGLANDER 10/25/1959; #16 continued by Amtrak; renamed THE KEYSTONE 11/14/1971.

***THE DUQUESNE (DETROIT SECTION):**

Est. 1/30/1938 from the Detroit Section of THE FORT DEARBORN; #105; Pittsburgh-Detroit; renamed Detroit Section of THE PENNSYLVANIA LIMITED 4/24/1938.

***THE DUQUESNE (INDIANAPOLIS SECTION):**

Est. 4/29/1956, replacing the St. Louis Section of THE METROPOLITAN; #7; Pittsburgh-Richmond, connecting with #33 for St. Louis at Richmond; extended to Pittsburgh-Indianapolis 10/28/1956; last trip 4/25/1959.

***THE DUQUESNE (ST. LOUIS SECTION):**

Est. 9/30/1951 by renaming the St. Louis Section of THE METROPOLITAN; #27; Pittsburgh-St. Louis; renamed THE METROPOLITAN 4/27/1952.

THE DUQUESNE EXPRESS:

Est. (by 5/25/13); #65-66; ?-Altoona-Pittsburgh? via Conemaugh Division; NB #65-66 assigned to THE AMERICAN 4/26/1925!

THE DUQUESNE EXPRESS:

Est. (4/1/18-8/15/21 - or 5/23/1920?); #17; New York-Pittsburgh, bypassing Philadelphia; renumbered #51; Washington-Pittsburgh 4/29/1928; renamed THE POTOMAC 12/15/1929.

THE DUQUESNE SPECIAL:

Est. 5/27/1906 by naming train operated 5/28/1905-9/2/1905 as #15-16; #66 mid-day train, Buffalo-Pittsburgh; (renumbered #62 by 11/27/1910?); last trip 3/21/1914; restored 6/21/1914-9/13/1914, 6/27/1915-9/7/1915; renumbered #902 6/26/1916; last trip 9/5/1916; see also BUFFALO SPECIAL.

***EARLY BIRD EXPRESS:**

Est. 12/3/1962; #503; commuter train, Trenton to Suburban Station; name dropped 10/29/1978.

***THE EAST COAST CHAMPION:**

Est. 12/16/1949 from THE CHAMPION (EAST COAST); #1-2; New York-Miami; all-coach streamlined train in winter with sleeping cars from spring thru fall; became coach and Pullman year-round 12/16/1955; combined with THE WEST COAST CHAMPION north of Jacksonville on Waycross route (summer only) beginning 9/7/1964-12/17/1964; operated 4/27 /1965-6/3/1965 as THE CONSOLIDATED CHAMPIONS three times a week and separate EAST COAST and WEST COAST CHAMPIONS on weekends; operated as THE CONSOLIDATED CHAMPIONS daily, 9/6/1965-10/30/1965; operated combined north of Jacksonville but with both EAST COAST and WEST COAST names, 4/24/1966-6/16/1966, 9/6/1966-10/29/1966, 4/30/1967-6/30/1967; operated as separate trains 6/17/1965-9/5/1965, 6/17/66-9/5/66, 12/15/1966-4/29/1967, 7/1/1967-9/3/67; combined north of Jacksonville permanently 9/4/1967; EAST COAST CHAMPION name dropped effective 12/14/1967, and renamed THE CHAMPION as a west coast train.

***THE EAST WIND:**

Est. 6/21/1940: #190/91-90/191; summer-only, all-coach heavyweight streamlined train, Washington-Worcester-Lowell-Exeter-Portland-Bangor via PRR/NH/B&M/MEC; discontinued as war measure, last trip 9/20/1942; revived 6/21/1946 as #192-193, Washington-Bangor; last trip south of New York 9/22/1946; starting 6/20/1947 operates from New York with through cars from Philadelphia; last trip of Plymouth, N.H., sleeper 9/11/1949; last trip from Penn Station

9/11/1949; begins operating from Grand Central Terminal as #120-121 6/26/1950; last trip 9/10/1950; revived from Grand Central 6/26/1953-9/12/1953, 6/25/1954-9/11/1954,6/24/1955-9/10/1955; last trip 9/10/1955; name revived by Amtrak for Northeast Corridor trains 11/14/71-2/14/76.

EASTERN & SOUTHERN EXPRESS:

Est. (by 11/27/1904); #10; Chicago-Louisville; renamed SOUTHERN EXPRESS 3/4/1906.

EASTERN EXPRESS:

Est. (1860s?); by 8/1888 was #6; through cars from Chicago, Cleveland, St. Louis and Cincinnati via Piqua; renumbered #10 (former EASTERN & SOUTHERN EXPRESS??) (2/8/03-5/24/03) or 5/29/1904; (NB- in 1903 sep trains on LW): Chicago-New York via Columbus with St. Louis cars; (in 8/15/09 Chi. Union tt. shown as #110); renumbered #8, Chicago-New York with through cars from PCC&StL (7/ /12-5/25/13); (11/15/1917-1/6/18 disc. east of Philadelphia as 242-8); #8 extended Philadelphia to New York 11/28/1920; discontinued Philadelphia-New York 4/24/1932; cut to Pittsburgh-Philadelphia 4/2/1933 (last trip 4/1/1933); name dropped and becomes Pittsburgh-Philadelphia local 4/26/1942.

EASTERN EXPRESS (ALTOONA-PHILADELPHIA SECTION):

Est. (-5/25/1913); #96; Altoona-Philadelphia; discontinued by 9/14/1914

EASTERN EXPRESS:

Est. (first named in tt. 5/24/1903); PCC&StL #18, St. Louis-Pittsburgh; last trip 5/14/1904.

EASTERN EXPRESS:

Est. (first named in tt. 5/24/1903); PCC&StL #10; Chicago-Columbus-Pittsburgh; renamed ATLANTIC EXPRESS 5/25/1913.

EASTERN MAIL:

Est. (2/6/98-8/15/09); #18; Chicago-New York; same 5/25/13; (by 5/23/1920 is CHICAGO MAIL in ett); by 2/12/22 is simply "MAIL". (in 2/10/24 EASTERN MAIL is #114, St. Louis-Pittsburgh)

EASTERN MAIL:

Est. 9/26/1920 by naming #114; St. Louis-Pittsburgh via Piqua;

THE EDISON:

Est. 12/29/1931 (NYT has 1/7/1932)by naming #155-142; day train, New York-Washington; renumbered #129-142 4/24/1932; converted to overnight train #102-103 which carries mostly New York-Washington sleepers and through sleepers to South 9/24/1933; #103 made all-Pullman 9/24/1933; renumbered #103-104 2/12/1934; renumbered #102-103 9/30/1934; renumbered #103-108 4/28/1940; #108 is all-Pullman with rider coach only north of Wilmington 4/30/1939 and then all-Pullman 8/30/1942; abolished by ODT 7/15/1945 to 3/16/1946; northbound renumbered #102 and loses all-Pullman status 3/2/1947; renumbered #108 and all-Pullman status restored 4/25/1948; renumbered #102 and loses all-Pullman status 9/26/1948; #103 (all-Pullman) discontinued 4/29/1956; northbound renumbered #108 10/27/1957; name dropped 12/1/1968; renumbered #140 10/26/1969; last trip 4/30/1971.

***THE EMBASSY:**

Est. 9/24/1933; #144-155; afternoon train, New York-Washington; runs as #129-144 in summer and #144-155 in winter (1933-1935); renumbered #127-144 1/26/1936; renumbered #129-144 4/25/1937; renumbered #144-135 4/27/1941; renumbered #142-155 9/28/1941; made evening train 4/28/1946; renumbered #154-155 9/28/1947; renumbered #154-151 2/16/1958; renumbered #154-157 4/27/1958; renumbered #154-151 10/26/1958; renumbered #154-155 4/26/1959; continued by Amtrak 5/1/71; name discontinued 11/14/1971; revived by Amtrak 10/31/76-4/25/81.

ERIE & PHILADELPHIA EXPRESS:

Est. (11/27/04-9/17/06); #54; Erie-Philadelphia; renamed BUFFALO, ERIE & PHILADELPHIA EXPRESS (1908-6/19/09)

ERIE, BUFFALO & ROCHESTER EXPRESS:

Est. (5/1893-12/1900); #9; Philadelphia-Erie & Buffalo; discontinued by 11/29/14.

ERIE EXPRESS:

Est. by 8/3/02; #9; Harrisburg-Erie;

ERIE EXPRESS:

Est. (by 5/25/1919): #415-424 day train and #475-474 night train; Pittsburgh-Erie; last trip #424-475 4/29/1933; renumbered #414-415 4/28/1947; last trip 4/24/1948 and cut to Pittsburgh-Sharon locals; (last trip may be 4/12/1948 a/c coal strike)

ERIE EXPRESS:

Est. (by 5/23/1920??); #581; see also PHILADELPHIA EXPRESS #580

ERIE MAIL:

Est. by 11/15/1869; #3-4; Harrisburg-Erie; between (7/16/88-5/93) or earlier, combined with NORTHERN/SOUTHERN EXPRESS east of Williamsport; separate name dropped (by 6/16/1901).

ERIE NIGHT EXPRESS:

Est. (by 5/25/13); #54; Erie-Philadelphia; discontinued by 11/29/14

***EVENING KEYSTONE:**

Est. 6/24/1956; #158; Washington-New York with tubular equipment; replaced THE ARLINGTON; tubular equipment retired 4/28/1968; discontinued by Amtrak 4/30/1971.

THE EVERGLADES:

Est. 11/2/1925 from Boston section of THE EVERGLADES LIMITED; #81-84; winter-only, all-first class train between Boston and both coasts of Florida via ACL/FEC; renumbered #81-184 for 1926-27 season; merged into THE EVERGLADES LIMITED 4/17/1927; op. as #193-194 9/30/28- / /29; reestablished 11/1/1929 as #73-74; winter-only, all-first class train between Boston and both coasts of Florida; coaches added, discontinued north of New York, changed to all-year, and renumbered #81-84 ca. 12/1/1930; discontinued eff. 8/14/1932; revived 12/12/1946 from Washington Section of HAVANA SPECIAL; #375-376, Washington-Jacksonville local without through cars;(Goolsby says to both coasts, cut back to Jacksonville 12/ 1949) renumbered #85-86 12/15/1967; discontinued 4/30/1971 (Goolsby has disc 12/30/67). (NOTE: Boston op 12/3/23 #181-184?? #181 is Montrealer in 1924)

***THE EVERGLADES LIMITED:**

Est. 12/1/1920; #81-84; winter-only train New York-Jacksonville with cars to both coasts via ACL/FEC; Boston cars added 12/13/1920; separate Boston section #181-184 added 11/11/1923; Boston section renamed THE EVERGLADES 11/2/1925 and THE EVERGLADES LIMITED carries cars from Pittsburgh, Akron, Cleveland, Columbus and Erie in 1925-26 season; renumbered #181-84 for 1926-27 season; absorbs THE EVERGLADES and Boston cars, renumbered #81-84, and operated year-round 4/17/1927; renamed MAGNOLIA LIMITED 11/1/1929.

***THE EXECUTIVE:**

Est. 4/27/1941 by renaming #129 (formerly THE EMBASSY) and #154 (formerly THE CONSTITUTION); midday train, New York-Washington; renumbered #125-142 9/28/1947; renumbered #115-142 6/24/1956; last trip #142 4/29/1961; southbound renumbered #135 10/26/1969; discontinued by Amtrak 4/30/1971.

***EXPO TRAIN:**

Est. 5/15/1904 for world's fair traffic; #35; Pittsburgh-Fort Wayne-Columbia City-Logansport-St. Louis; last trip 11/26/1904; see also LOGANSPORT & FORT WAYNE EXPRESS.

***EXPOSITION EXPRESS:**

Est. 8/4/1901 for world's fair traffic, replacing BUFFALO EXPRESS; #2/527; St. Louis-Columbus-Akron-Buffalo; operated over Erie Railroad east of Akron; runs combined with other PRR trains; last trip 10/26/1901.

***EXPOSITION FLYER:**

Est. 10/6/1895; #31-32; New York-Atlanta via Sou. Ry.; operated during Cotton States Exposition; last trip 1/4/1896 and replaced by NEW YORK & FLORIDA SHORT LINE LIMITED.

F.F.V. LIMITED (FAST FLYING VIRGINIAN):

Est. 5/12/1889; #3-4; through train New York-Cincinnati via PRR and C&O; reduced to through cars only in 2/1893; renumbered #2-3 (1893-6/30/01); renumbered #2-5 (6/30/01-6/29/02); renumbered #2-3(7/16/03-12/4/04); name and through cars dropped by USRA 1/6/1918; name restored as "F.F.V." 4/29/1923; renumbered #3-6 4/24/1932; discontinued eastbound 10/28/1962 and Hot Springs cars put on GEORGE WASHINGTON #2 or RESORT SPECIAL; last trip westbound 5/10/1968.

FAST LINE:

Est. (early as 1843-1847) on Philadelphia & Columbia Railroad; on PRR 7/18/1858 (or by 7/18/55) with inauguration of through service between Philadelphia and Pittsburgh; one of oldest named trains in US, taking name from D. Leech & Co.'s "Fast Line" operating over old Main Line of Public Works and train est. on Philadelphia & Columbia RR (1844-1847); by 1/2/1888 was #1-4 with through cars to Cleveland, Toledo, Cincinnati and Indianapolis; add 2nd #4, all-Pullman 1/29/1903; 2nd #4 dropped eff. 5/24/1903 and replaced by 2nd Section of PITTSBURGH LIMITED; #1 renamed MAIN LINE EXPRESS 5/29/1904; #4 renamed PHILADELPHIA EXPRESS 5/29/1904. (NB: in 9/19/93 conn. fm Chi #4 via Ft. Wayne)

FAST LINE:

Est. westbound 6/29/1874 and eastbound 1/17/1875; Philadelphia-Canandaigua-Buffalo; eastbound discontinued (5/3/80-11/15/96); westbound #1 renamed MAIN LINE EXPRESS 5/29/1904.

FAST MAIL:

Est. (5/31/80-2/22/84) from BOSTON & WASHINGTON NIGHT EXPRESS; #27; Boston-Washington overnight train via ferry *Maryland*; renamed SOUTHERN FAST MAIL (5/11/90-5/24/91); renamed FAST MAIL (5/24/91-1/18/92); renamed BOSTON & SOUTHERN EXPRESS (1/18/92-5/21/93); renamed SOUTHERN FAST MAIL (5/21/93-5/13/94); renamed BOSTON & SOUTHERN EXPRESS (5/13/94-6/9/95); renamed SOUTHERN FAST MAIL (6/9/95-2/21/96); renamed BOSTON & SOUTHERN EXPRESS (2/21/96-11/15/96); renamed SOUTHERN FAST MAIL (11/15/96-5/16/97); renamed FEDERAL EXPRESS (6/3/00-5/26/01)

***FAST MAIL:**

Est. 11/15/1896; #25; New York-Chicago with no coaches east of Pittsburgh; renamed CHICAGO SPECIAL 5/29/1904.

FAST MAIL:

Est. (by 2/6/98); #6-7; New York-Chicago via Ft. Wayne; (by 8/15/09) #6 is renamed NEW YORK EXPRESS and #7 made a St. Louis train (MERCANTILE EXPRESS) with Chicago connection at Columbus. (PROBABLY LINES WEST designation only! on Lines East #6 is Eastern Exp. and #7 is Southwestern Exp - yes - PFWC #6 conn with #14)

FAST MAIL:

Est. (2/6/98-8/15/09); #13; New York-Chicago and St. Louis; by 4/1/18 is #171/15/13; (by 9/14/14 is #15/13 op. from Phila. and combined east of Harrisburg - same 1/6/18); #13 operating Pittsburgh-St. Louis; by (1/6/18-6/22/19) is unnamed "Express"; (#13 is SOUTHWESTERN MAIL 5/23/20??); revenue cars restored to #13 west of Pittsburgh 4/26/1925; 1/17/1932 add through cars Penn Station-St. Louis (?); discontinued 4/24/1932; NB! #13 on Lines East is "MAIL" 1894-1900+

FAST MAIL:

Est. (1893-6/28/98); #11-12; Jersey City-St. Louis; mail train with rider coaches usually offering revenue service over only parts of route, usually only west of Pittsburgh; #12 assigned to MAIN LINE EXPRESS (1894-5/18/96); by 1908 carries revenue passengers between Pittsburgh and St. Louis only; revenue service on #11 discontinued between Indianapolis and St. Louis 8/9/1908; revenue service on #12 between St. Louis and Terre Haute 8/9/1908; #11 dropped or stop carrying riders 4/24/1932; #11 name dropped on Form 1 4/24/1938; NB in 4/25/37 employee tt. is described as "ST. LOUIS MAIL" at Phila; in 9/29/46 Pittsburgh Sta. tt. #11 is called FAST MAIL NY-StL; discontinued in Ill. 4/26/1953; see also MAIL & EXPRESS

***FAST MAIL:**

Est. 9/29/1929 from FORT DUQUESNE; #52; Chicago-New York; renamed THE NEW YORKER 4/27/1930.

FAST SOUTHERN EXPRESS:

Est. (5/31/80-7/ /84); #45; New York-Washington with through cars to New Orleans; renamed NEW YORK & WASHINGTON FAST EXPRESS (1/18/92-5/21/93).

THE FEDERAL:

Est. 4/30/1939 from the FEDERAL EXPRESS; #172-173; overnight train, Boston-Washington; renumbered #176-177 10/28/1962; discontinued by Amtrak 5/1/1971; when ADVANCE FEDERAL operates, 4/28/1946-9/28/1946, #173 is all-Pullman; name restored by Amtrak as No. 66-67, -4/24/2004.

FEDERAL EXPRESS:

Est. (6/3/00-5/26/01) from SOUTHERN FAST MAIL #27 and #62 BOSTON EXPRESS as through night train, Washington-Boston train via Steamer *Maryland* and NY & New England route through New Haven and Willimantic; (named on New Haven prior to 10/16/1899); part of first through service on this route; named FEDERAL EXPRESS (6/93-11/1904 - in 1893 was named BOSTON & SOUTHERN EXP south and BOSTON EXPRESS north); rerouted via Shore Line through Providence 1/29/1893; renumbered #43-62 (5/26/01-1/27/03); renumbered #71-72 (11/27/04-12/3/05); began operating via L&HR and Poughkeepsie Bridge 10/19/1912; renumbered #171-172 1/3/1916; withdrawn 1/9/1916; restored as 1 trip/week 7/21/1916; withdrawn 10/1/1916; restored 4/1/1917 via Hell Gate Bridge; renumbered #172-173 9/29/1929; renamed THE FEDERAL 4/30/1939.

THE FLAMINGO:

Est. 11/7/1909; #93-#84; Washington-Jacksonville and Tampa Washington; last trip 5/14/1910; revived 1/3/1915 as #7-8 through year-round train New York-Miami via SAL; extended to Key West 5/30/1915; (in 1/1917 is all-Pullman in winter); discontinued by USRA 1/12/1918; not restored after war.

*THE FLAMINGO:

Est. 9/27/1925 by L&N; #17-18; Cincinnati-Louisville to both coasts of Florida via L&N/CofG/ACL route via Atlanta and through cars via NYC from Detroit and Cleveland; through cars from Chicago via Louisville first operated over PRR 12/15/1929; PRR #316-317, combined with the CHICAGO/LOUISVILLE DAYLIGHT EXPRESS north of Louisville operating winter-only, January through April; carries through cars year-round from NYC via Cincinnati; PRR frequency reduced to three times a week 1/3/1932; on 4/2/1933 PRR section revised to operate daily year-round via Cincinnati instead of Louisville; through cars from Chicago carried on #208 THE UNION southbound and #217 CHICAGO DAYLIGHT EXPRESS southbound; discontinued for war, last trip 4/24/1943 and not revived on PRR after war; discontinued on ACL 12/ /1962.

FLORIDA & ATLANTA FAST MAIL:

Est. (1898-5/26/01); #27-66; Washington to Atlanta and Florida via SAL; renamed SEABOARD FAST MAIL 12/1/1901.

FLORIDA & METROPOLITAN LIMITED:

Est. 1/14/1901; #31-34; New York to both coasts of Florida via SAL; starting 1/14/1902 runs all-Pullman in winter only; renamed SEABOARD FLORIDA LIMITED 1/1/1903 in winter and SEABOARD EXPRESS in summer; renamed SEABOARD AIR LINE EXPRESS on PRR (5/26/01-1/27/03); renamed SEABOARD EXPRESS on PRR (1/27/03-11/27/04); renumbered #81-84 on PRR (11/27/04-12/3/05)

FLORIDA & SOUTHWESTERN EXPRESS:

Est. (5/16/97-5/26/01); #68-69; New York-Port Tampa and Memphis via SouRy; #68 discontinued on PRR (5/26/01-1/27/03); #69 on PRR renamed N&W RY. & SOUTHERN RY.

EXPRESS (1/27/03-11/27/04). (NB: This is NEC name!!)

FLORIDA & WEST INDIAN LIMITED:

Est. (12/20/96-6/9/01) by renaming ATLANTIC COAST LINE FAST MAIL; #32-35 through to both coasts of Florida via ACL; renumbered #85-82 11/26/1905; renumbered #85-86 1/4/1916; all-Pullman to Key West; renamed HAVANA SPECIAL 5/6/1917.

***THE FLORIDA ARROW:**

Est. 1/2/1935; #310-311; winter-only, three times a week, Chicago-Louisville-Birmingham-Montgomery-Miami via PRR/L&N/CofG/ACL/FEC; begins daily operation 12/10/1936; St. Petersburg cars added 12/10/1937; effective 1/3/1942, changed from daily to every third day paired with THE DIXIANA and THE FLORIDAN; discontinued as war measure, last trip 1/15/1942; revived 12/14/1946 as #304-305, winter-only, every third day; last trip 4/21/1949.

FLORIDA-CUBA SPECIAL:

Est. (1/8/11-4/9/12 - first ad. 5/5/1911) by renaming SEABOARD EXPRESS; #81-84; Washington-Tampa via SAL with through cars from New York; renumbered #1-2 (1/6/13-4/26/14); Washington-Tampa via SAL with through cars from New York; renamed CAROLINA-FLORIDA SPECIAL 12/2/1923.

***FLORIDA EAST COAST LIMITED:**

Est. 1/4/1926; #71-72; all-Pullman, winter-only train, New York-Miami via ACL; for 1927 season, rescheduled as one-night-out train; last trip 4/18/1927; replaced by MIAMIAN 12/1/1927.

***FLORIDA GULF COAST LIMITED:**

Est. 12/15/1925; #73-74; all-Pullman, winter-only train, New York-St. Petersburg; last trip 4/12/1927; replaced by GULF COAST LIMITED 12/1/1927.

FLORIDA SPECIAL:

Est. 1/6/1902; through diner and sleepers, Chicago-Cincinnati-Atlanta-Macon-Jesup-St. Augustine; run on regular PRR trains #18-19; connects at Cincinnati with Queen & Crescent Route ___; last trip 3/8/1902; resumed 1/5/1903 on PRR #19-6 via Louisville to Queen & Crescent Route's FLORIDA LIMITED to St. Augustine; last trip 3/31/1903; no service in 1904.

***THE FLORIDA SPECIAL:**

Est. 1/6/1920 by renaming NEW YORK & FLORIDA SPECIAL; #87-88 all-Pullman, extra-fare winter-only train, New York-Miami; extra section #75 operated to both coasts 12/30/1924-5/2/1925; becomes FLORIDA SPECIAL (EAST COAST) with introduction of west coast section 12/15/1939; FLORIDA SPECIAL designation restored 12/12/1947; converted to light-weight equipment 12/16/1949; loses all-Pullman status 12/1/1959; renumbered #1-2 and begins operating via Wildwood when SCL created 12/15/1967; discontinued by Amtrak 4/15/1972.

***FLORIDA SPECIAL (BOSTON-WASHINGTON SECTION):**

Est. 1/2/1935; #175; winter-only, all-first class train, Boston-Miami; last trip 4/16/1936; restored 12/12/1941 replacing NEW ENGLAND FLORIDA SPECIAL; #186-187; Boston-Miami; all-first-class, winter-only; last trip 4/24/1942; not revived for 1942-43 season a/c war.

***FLORIDA SPECIAL (EAST COAST):**

Est. 12/15/1939 from FLORIDA SPECIAL; #87-88; all-Pullman, extra-fare, winter-only train, New York-Miami; discontinued for war, last trip 4/30/1942; restored 12/12/1946; last trip

4/26/1947; reverts to FLORIDA SPECIAL with 1947/48 season.

***FLORIDA SPECIAL (WASHINGTON SECTION):**

Est. 12/12/1947 from FLORIDA SPECIAL (BOSTON-WASHINGTON SECTION); #187-188; all-first class, winter-only train; Washington-Miami via ACL; last trip 4/9/1949.

***FLORIDA SPECIAL (WEST COAST):**

Est. 12/15/1939; #187-188; all-first class, winter-only section of FLORIDA SPECIAL to west coast points replacing the GULF COAST LIMITED; renumbered #287-288 beginning with season of 12/13/1940; last trip 4/25/1942; restored 12/12/1946 as #91-92 replacing Pullman and coach CHAMPION (WEST COAST); last trip 4/26/1947; replaced by CHAMPION (WEST COAST).

***FLORIDA SUNBEAM:**

Est. 12/2/1930 replacing SEABOARD FAST MAIL for winter; #3/303-304/4 renumbered #93/3-4/94 1/11/1931; winter-only through train between Boston and both coasts of Florida via PRR-SAL; operates via Gross-Baldwin cutoff bypassing Jacksonville; winter counterpart of SEABOARD FAST MAIL; last trip 3/29/1931 and replaced by SEABOARD FAST MAIL year round but without through cars.

FLORIDA WEST COAST LIMITED:

Est. 12/2/1923; #301-302; all-first class, winter-only train between New York and St. Petersburg via SAL; last trip 4/ /1924 (? - last ad. 2/15/1924); replaced by ALL-FLORIDA SPECIAL for 1924-25 season; restored 1/2/1927 replacing SEABOARD FLORIDA LIMITED (WEST COAST); last trip 4/18/1927; replaced by THE SOUTHERNER for 1928 season.

***FLORIDIAN:**

Est. 11/17/1924; #7-8; year round train between New York and both coasts of Florida via SAL; replaced by ORANGE BLOSSOM SPECIAL 12/6/1925. (or est. 12/28/24?! - recheck tt)

***FLORIDIAN:**

Est. 11/14/1971 by Amtrak by renaming THE SOUTH WIND; #52-53; Chicago-Miami; rerouted from ex-NYC/IC route to ex-PRR route, Chicago-Cincinnati 1/23/1972; shifted to C&EI route via Evansville, 8/1/1974; shifted to PRR-Monon route via Maynard Jct. and Louisville 8/27/1975; last trip 10/8/1979.

***FLYING QUAKER:**

Est. 11/29/1936; #600, early morning train, Harrisburg-Philadelphia; name given in Mutual Magazine, not shown on tt.; last trip 4/23/1938 and replaced by THE SUSQUEHANNOCK.

***FLYING SPRAY:**

Est. 4/25/1937 by naming #1085; Friday-only New York-Atlantic City train; renumbered #1079 and add Sunday-only #1080 9/26/1937; name dropped when parlor cars dropped for war 9/27/1942.

FOREST CITY SPECIAL:

Est. 5/24/1903 by naming #19 (or #319?); Pittsburgh-Cleveland; renamed CLEVELAND EXPRESS 11/27/1904; discontinued (by 5/1916)

***THE FORT DEARBORN:**

Est. 4/24/1932; #75, New York-Chicago by combining the Pittsburgh-Chicago portion of THE METROPOLITAN with THE DUQUESNE; New York-Pittsburgh and New York-Chicago cars are called THE FORT DEARBORN and Philadelphia cars on the same train are called THE DUQUESNE; #44 est. eastbound, Chicago-New York, superseding THE JUNIATA 9/30/1934; #44 discontinued and (replaced by THE MID CITY EXPRESS?) and #75 replaced by THE GOLDEN TRIANGLE 1/30/1938.

THE FORT DEARBORN (CINCINNATI SECTION):

Est. 5/22/1932 by renaming CINCINNATI COMMERCIAL EXPRESS; #227; Pittsburgh-Cincinnati;

***THE FORT DEARBORN (DETROIT SECTION):**

Est. 9/25/1932 by renaming Detroit Section of THE PENNSYLVANIA LIMITED; renamed Detroit Section of THE DUQUESNE 1/30/1938.

***THE FORT DUQUESNE:**

Est. 7/7/1929 by adding revenue cars to pre-existing mail train; #52; Chicago-Pittsburgh day train; renamed FAST MAIL and extended to New York 9/29/1929.

***THE FORT HAYES:**

Est. 4/28/1935 from remnants of PAN-HANDLE EXPRESS and SEABOARD EXPRESS; #217/33-34/216; Columbus-Bradford-Logansport-Chicago; combined with CHICAGO/CINCINNATI DAYLIGHT EXPRESS west of Logansport; renumbered #215/115-116/216 4/30/1939; renumbered #80-81 4/25/1956; last trip 10/27/1956.

***THE FORT PITT:**

Est. eastbound 4/27/1947 replacing THE NEW YORKER; #52, Chicago-Pittsburgh; est. westbound, #53, 9/28/1947; last trip #52 2/13/1960 and replaced by Gary-Fort Wayne local; name dropped from #53 4/28/1968; #53 discontinued 4/30/1971.

FRANKLIN CITY EXPRESS/FRANKLIN CITY & PHILADELPHIA EXPRESS:

Est. (9/2/06-6/27/14); #31-32; Philadelphia to Ocean City and Franklin City, Va.; with parlor car to Georgetown; probably summer only; still op. 9/15/14; prob. disc. by USRA.

***THE FURLOUGH:**

Est. 6/18/1944; #469; overnight Sunday-only train Philadelphia-Cape Charles with Virginia Ferry Corp. connection to Little Creek; last trip 4/19/1953; reestablished 6/28/1953 as #199; Sunday-only overnight train between New York and Washington with through cars to Norfolk via Richmond; last trip 9/20/1953; restored 11/1/1953; last trip 4/17/1955 and replaced by across-platform connection between the ARLINGTON and RF&P/N&W NORFOLK EXPRESS; #199 continued as Sunday-only unnamed coach train until last trip 2/9/1958 and replaced by #159 the Sunday MOUNT VERNON 2/16/1958.

***THE GENERAL:**

Est. 4/25/1937; #48-49; deluxe train between New York and Chicago; becomes all-Pullman 4/26/1942 when last coaches placed on THE ADMIRAL; runs combined with THE TRAIL BLAZER during the slack Pullman season, 6/25/1950-9/23/1950 and 7/8/1951-9/1/1951; permanently combined with THE TRAIL BLAZER on same schedule as THE GENERAL-TRAIL BLAZER and loses all-Pullman status 9/30/1951, although it continues to operate as

separate all-Pullman and all-coach sections during the peak holiday travel season on occasion; acquires Harrisburg-Washington section #548-549 10/27/1957 when LIBERTY LIMITED discontinued; TRAIL BLAZER name dropped 7/26/1959; consolidated with BROADWAY LIMITED 12/13/1967 as #48-49 with BROADWAY LIMITED name; GENERAL name retained on employee timetables for #548-549 Harrisburg-Washington section; last trip of Washington-Chicago through coach and sleeper 7/6/1968; #548-549 discontinued Washington-Baltimore 7/7/1968; discontinued Baltimore-Harrisburg 4/30/1971.

***GEORGE WASHINGTON:**

Est. 4/24/1932; #1-2; premier through train, Washington-Cincinnati and Louisville via C&O with through cars to New York; through cars north of Washington discontinued westbound, last trip 9/3/1958 and eastbound 5/11/1968; continued by Amtrak as Washington/Newport News-Cincinnati train #50-51 5/1/1971; combined with JAMES WHITCOMB RILEY as through Washington/ Newport News-Chicago train 7/12/1971; westbound train renamed JAMES WHITCOMB RILEY 11/14/71; extended to Boston 11/14/1971; eastbound train renamed JAMES WHITCOMB RILEY 5/19/74; renamed CARDINAL 10/30/77; last trip 9/30/1981; restored as Washington-Chicago tri-weekly train, 1/8/1982; still operated.

***THE GOLDEN ARROW:**

Est. 9/29/1929; #78-79; extra-fare, all-first class train. New York-Chicago; generally considered the second train behind the BROADWAY until THE GENERAL was inaugurated in 1937; #78 discontinued 1/31/1932 but GOLDEN ARROW name retained for Chicago-New York cars carried on THE LIBERTY LIMITED and "The SPIRIT OF ST. LOUIS" #58/30; extra-fare, all-Pullman status dropped 4/24/1932; #79 combined with RED ARROW east of Mansfield as #69/79 4/24/1932; #78 restored between Chicago and Pittsburgh with cars carried on THE AMERICAN east of Pittsburgh 4/28/1935; #78-79 restored as through New York-Chicago train in both directions 4/25/1936; #79 combined with #63 (ex-MIDWESTERNER) Pittsburgh-Chicago 7/11/1937; renumbered #79 through to Chicago 9/26/1937; #78 renamed THE PENNSYLVANIAN 9/28/1941; Advance #79 added 11/14/1944; #79 re-designated First Section and Second Section #89 added 4/28/1946; #79 renamed THE PENNSYLVANIAN 9/29/1946, leaving #89 as THE GOLDEN ARROW; last trip #89 9/27/1947.

THE GOLDEN ARROW (CINCINNATI SECTION):

Est. 4/26/1931;

***THE GOLDEN ARROW (DETROIT SECTION):**

Est. 4/29/1945; #105; Pittsburgh-Detroit; last trip 1/18/1947.

***THE GOLDEN TRIANGLE:**

Est. 1/30/1938 replacing THE FORT DEARBORN; #62-63; overnight train between Chicago and Pittsburgh; #62 combined with THE GOTHAM LIMITED #54 during summers beginning 4/24/1938 and ending 9/29/1940; #62 combined end-to-end with THE JUNIATA 9/29/1940 through 4/27/1941; combined with the PENNSYLVANIA LIMITED eastbound and MANHATTAN LIMITED westbound 2/20/1955; name, which covers only Pittsburgh-Chicago sleeper, dropped 10/30/1966.

***THE GOTHAM LIMITED:**

Est. 7/16/1922; #54; extra-fare, all-first class train Chicago-New York on 22-hour schedule with through cars from St. Louis; made a Blue Ribbon train 5/22/1927; extra-fare, all-first class status dropped 4/24/1932; westbound #55 est. 9/25/1949 from THE PENNSYLVANIAN; discontinued

and numbers assigned to PENNSYLVANIA LIMITED 4/29/1956.

THE GOTHAM LIMITED (CINCINNATI SECTION):

Est. 4/29/1923, replacing #1226, the Cincinnati Section of THE COMMERCIAL EXPRESS; #1254; Cincinnati-Pittsburgh; renumbered #254 (2/10/24-4/24/27); last trip 4/1/1933.

THE GOTHAM LIMITED (DETROIT SECTION):

Est. (5/22/19-4/24/27); #106; Detroit-Pittsburgh; discontinued (9/25/27-12/15/29); restored 7/28/1940 from the Detroit Section of THE PENNSYLVANIA LIMITED; renamed PITTSBURGH EXPRESS (1/6/1946-12/14/1949); discontinued (10/30/55-1/27/57)

***THE GOTHAM LIMITED (ST. LOUIS SECTION):**

Est. 7/16/1922; #154; St. Louis-Pittsburgh; last trip 5/21/1927; replaced by THE JUNIATA; restored 4/29/1928; rerouted via Piqua 3/27/1932; last trip 4/27/1940; replaced by the St. Louis Section of THE PENNSYLVANIA LIMITED.

***THE GOVERNOR:**

Est. 3/8/1937: #601; early morning Philadelphia-Harrisburg express; #600 est. eastbound 9/24/1939; named dropped from #600 4/24/1949 (last trip 4/23); #602 est. as afternoon commuter train 7/8/1951; #602 named THE GOVERNOR 12/2/1951; last trip #602 4/28/1956; last trip #601 6/23/1956 and replaced by PENNSY AEROTRAIN.

GULF COAST LIMITED:

Est. 12/1/1927 from FLORIDA GULF COAST LIMITED; #71-72; all-first class, winter-only train, New York-St. Petersburg and other west coast points via Gainesville and Trilby; operated as a separate train #73-74 Washington-Jacksonville and combined with #71-72 THE MIAMIAN north of Washington during winter season through 3/1930; during the off season combined with THE MIAMIAN north of Jacksonville; coaches added 12/ /1931; last trip combined with THE MIAMIAN 5/13/1934; for season beginning 12/13/1934 renumbered #73-74 and operated independently of MIAMIAN; last trip 4/15/1939 (or 4/29/39 - ACL; replaced by FLORIDA SPECIAL (WEST COAST).

***GULF COAST SPECIAL:**

Est. 4/26/1964 by renaming HAVANA SPECIAL; #141/75-76/108; New York-Tampa; #141 carries GULF COAST SPECIAL name and carries local passengers on PRR; northbound cars run on THE EDISON; cut to New York-Jacksonville with connection to Jacksonville-Tampa train of same name 4/30/1967; discontinued south of Jacksonville 6/22/1969 and renamed the GULF COAST; #141 renumbered #147 10/26/1969; last trip of through sleeper 4/25/1970; last trip 4/30/1971.

HARRISBURG & WILLIAMSPORT EXPRESS:

Est. (1898-11/26/00); #67; Philadelphia-Williamsport; renamed WILLIAMSPORT EXPRESS (6/15/02-11/27/04)

HARRISBURG EXPRESS:

Est. (1898-11/26/00); #60; Philadelphia-Harrisburg; disc. after 11/27/04

***HARRISBURGER:**

Est. 12/6/1965; #603; morning train Suburban Station to Harrisburg; name dropped from Harrisburg timetable eff. 4/28/1968; from Paoli timetable eff. 4/30/1972.

HAVANA SPECIAL:

Est. 5/6/1917 from FLORIDA & WEST INDIAN LIMITED; #85-86; as year-round train between New York and Key West via ACL/FEC with Tampa car; through PRR cars dropped by USRA (by 7/1918); made all-first class 2/13/1925; renumbered #75-76 (#175-176 on PRR) 5/16/1925 and becomes all-first class in summer only; Boston cars carried on #110-141 12/1/1930-4/ /1931; Florida (?) coaches dropped on PRR 12/14/1931; Florida coaches added in summer 3/ /1932; cut back to Miami 9/3/1935; #110 discontinued and cars placed on #108, THE EDISON 4/26/1959 (verify); last New York-Miami car dropped fall 1961; renamed EAST COAST SPECIAL on FEC 10/27/1962; Jacksonville-Miami discontinued because of FEC strike 1/23/1963; renamed GULF COAST SPECIAL 4/26/1964; carried local PRR passengers as PRR #141 9/29/1929-4/27/1930 (parlor only), 4/27/1930-11/30/1930, 4/26/1931-4/27/1940, 4/27/1941-9/27/1941, 4/25/1948-9/25/1948, 4/24/1949-4/28/1951, 6/30/1957-10/26/1957, 4/27/1958-10/25/1958, 4/26/1959-4/26/1964; northbound #110 also carries local PRR passengers 6/23/1935-7/20/1935, 9/28/1941-4/25/1942, and 4/27/1958-4/25/1959.

*HAVANA SPECIAL (WASHINGTON SECTION):

Est. 12/6/1942; #375-376; Washington-Miami no through cars north of Washington; replaced by THE EVERGLADES 12/12/1946.

*THE HELL GATE:

Est. 7/26/1959; #181; Boston-New York (southbound only); last trip 2/1/1969.

HELL GATE EXPRESS:

Est. 4/25/1926; #184; New York-New Haven with connections to Boston and Springfield (and thru cars from Philadelphia?); last trip 4/23/1927; restored 9/25/1927-4/28/1928, 9/30/1928-4/27/1929; restored 9/28/1930 as #182, replacing MIDLAND EXPRESS, with connections to Boston via #10; renamed THE PILGRIM 9/26/1937.

HELL GATE EXPRESS:

Est. 9/28/1941; #178; New York-Boston. (verify)

*INDIANA ARROW:

Est. 9/27/1936 by naming #319-320; Chicago-Louisville and #219-220 Logansport-Richmond; last trip 4/24/1937; replaced by unnamed local #319-320.

*INDIANAPOLIS LIMITED:

Est. 6/25/1950; #20-21; New York-Indianapolis; originally a summer-only train when "THE SPIRIT OF ST. LOUIS" and THE JEFFERSONIAN combined; last trip 9/23/1950; revived on a permanent basis 4/26/1953 when THE JEFFERSONIAN discontinued; not operated during summer slack season 6/27/1954-9/15/1954, 6/26/1955-9/24/1955 and 4/29/1956-6/24/1956; restored 6/24/1956; combined with CINCINNATI LIMITED east of Columbus in summer only 1956-57; last trip 10/25/1957.

INTERNATIONAL EXPRESS:

Est. (by 5/25/13); #58-59: renumbered #576-577 1/3/1916; Washington/Philadelphia-Buffalo; #576 (and prob. #59) discontinued 7/1/1917; restored (by 1/6/1918); name dropped 11/30/1919; name restored 2/22/1920; #576 added Harrisburg-Philadelphia (9/28/24-9/25/26); #577 added Philadelphia(or New York)-Harrisburg 4/29/1928; #577 discontinued Philadelphia-Harrisburg and cars put on #35 9/28/1930; #577 restored Philadelphia-Harrisburg 11/2/1930; #577 combined

with #623 Philadelphia-Harrisburg 4/30/1933; #577 restored Philadelphia-Harrisburg 9/30/1934; last trip #576-577 7/10/1937.

***IRON CITY EXPRESS:**

Est. 11/7/1909 by renaming THE PITTSBURGH SPECIAL; #37 New York-Pittsburgh; #16 est. 5/25/1913 by renaming NEW YORK SPECIAL; extra-fare, all-first class train New York-Pittsburgh with through cars to western points; extra-fare, all-first class status dropped 4/24/1932; #37 discontinued 4/24/1932; #37 restored 11/27/1932; #16 combined with THE MANHATTAN LIMITED east of Harrisburg 1/30/1938; #16 discontinued 4/30/1939; #16 restored west of Harrisburg and combined with THE MANHATTAN LIMITED east of Harrisburg 9/28/1941; #16 restored east of Harrisburg 11/14/1943; last trip #16-37 4/25/1953.

IRON CITY EXPRESS (CINCINNATI SECTION):

Est. 5/22/1932 by renaming Cincinnati Section of THE MANHATTAN; #222; Cincinnati-Pittsburgh; (by 9/24/1933) is #88, Columbus-Pittsburgh; discontinued (9/24/33-6/15/38)

IRON CITY EXPRESS (CLEVELAND SECTION):

Est. 1/17/1932 from Cleveland Section of THE MANHATTAN; #338; Cleveland-Pittsburgh; to Cleveland Section of THE NEW YORKER (-9/24/33)

IRON CITY EXPRESS (DETROIT SECTION):

Est. 4/27/1947 from THE NEW YORKER; #126; Detroit-Pittsburgh (?); last trip 4/23/1949.

***THE JACKSONIAN:**

Est. 12/18/1941; #304-305; every-third-day, winter-only, all-Pullman train between Chicago and Miami over PRR/L&N/ACL/FEC via Louisville and Birmingham; coaches added to replace FLORIDA ARROW 12/17/1942; last trip 5/2/1943; last all-Pullman train between Chicago and Florida by any route.

JAMESTOWN LIMITED:

Est. (5/27/06-1/7/07) #31/33-32/34; New York and Portsmouth, Va., to Memphis and Birmingham via SAL; name dropped (1/7/07-5/15/10); operated for Jamestown Ter-Centennial in 1907.

***THE JEFFERSONIAN:**

Est. 4/27/1941; #64-65; deluxe all-coach streamlined train, New York-St. Louis; recreation cars added 3/7/1948; first combined with SPIRIT 6/25/1950-9/24/1950; last trip 4/25/1953 and coaches added to "SPIRIT OF ST. LOUIS"; special recreation cars reassigned to THE PENN TEXAS.

THE JUDICIARY:

Est. 12/12/1932 (or 12/5/32?); New York-Washington; #121-130; renumbered #121-132 4/29/1935; renumbered #123-130 9/28/1947; renumbered #133-128 6/28/1953; renumbered #123-106 9/27/1953; renumbered #123-130 12/20/1953; replaced by the MIDDAY CONGRESSIONAL 6/24/1956.

THE JUNIATA:

Est. 5/22/1927 by renaming NEW YORK DAY EXPRESS; #44; extra-fare train, St. Louis-New York, eastbound only; (or extended from St. Louis-Pittsburgh 7/1/1927); last trip west of Pittsburgh 4/28/1928 and replaced by St. Louis Section of THE GOTHAM LIMITED; replaced

Pittsburgh-New York by THE FORT DEARBORN 9/30/1934; reestablished 1/20/1938 as #72 Pittsburgh-New York only; renumbered #26 4/29/1956 and cut to Philadelphia; #26 extended to New York 4/27/1958; est. New York-Pittsburgh as #33 replacing THE ST. LOUISIAN 4/26/1959; #26 discontinued Philadelphia-New York and on weekends 10/25/1959; last trip #26 Harrisburg-Philadelphia 2/12/1960 and name dropped; #26 Pittsburgh-Harrisburg converted to unnamed local 4/23/1960; last trip #26 10/7/1960; eastbound reestablished as #24, Pittsburgh-Philadelphia, by renaming THE NEW ENGLANDER 4/30/1961; #33 discontinued New York-Philadelphia 10/29/1961 and cars forwarded on Clocker; New York cars for #33 discontinued 7/12/1968; last trip #24-33 4/30/1971.

***THE JUNIATA (ST. LOUIS SECTION):**

Est. 7/7/1929; #244; St. Louis-Pittsburgh; last trip 10/31/1931.

***THE KENTUCKIAN:**

Est. 4/28/1935 by renaming the CHICAGO/LOUISVILLE NIGHT EXPRESS; #306-307, overnight train, Chicago-Louisville; renumbered #305-306 4/24/1949; combined with THE OHIOAN Chicago-Logansport 4/24/1955; renumbered #94-95 4/29/1956; last trip Logansport-Louisville 4/20/1968.

***THE KEYSTONE:**

Est. 6/24/1956; lightweight, low-center-of-gravity "tubular" train built by Budd; operated two round trips daily, New York-Washington; see MORNING, MIDDAY, EVENING and MIDNIGHT KEYSTONES; tubular equipment retired 1968; still used in dinner-train service in 1996.

***THE KEYSTONE:**

Est. by Amtrak 11/14/1971 by renaming THE DUQUESNE; #42-43; day train New York-Pittsburgh; discontinued 6/11/1972.

KEYSTONE EXPRESS:

Est. 6/7/1891; #22; Chicago-Jersey City via Ft. Wayne; all-first class west of Pittsburgh; westbound counterpart is COLUMBIAN EXPRESS; discontinued (9/19/93-5/18/96); name reassigned to #20 (former NEW YORK & SOUTHERN EXPRESS [ex-Chi.], ATLANTIC EXP on Lines East), Chicago-New York via Columbus with St. Louis-New York cars 5/29/1904; to #20-21 5/25/1913 (#21 from 2nd Section of #21 CHICAGO EXPRESS renamed 5/25/1913, New York-St. Louis, extra-fare train; (to #135/21 9/14/14?); #21 combined with THE PAN-HANDLE EXPRESS east of Pittsburgh as #21 4/24/1927; #20 combined with THE SEABOARD EXPRESS east of Pittsburgh 3/2/1930 (last trip 3/1); #21 combined with THE PAN-HANDLE EXPRESS east of Pittsburgh 4/26/1931; #20-21 discontinued Indianapolis-St. Louis and combined with THE PAN-HANDLE EXPRESS/SEABOARD EXPRESS east of Columbus 3/27/1932; last portion of #20-21 discontinued 4/24/1932; #21 restored Philadelphia-Pittsburgh 11/29/1936; name dropped 9/29/1940 and becomes Philadelphia-Pittsburgh local.

***THE LEGION:**

Est. 6/18/1944; #131, southbound only, morning train, New York-Washington; replaced by THE MORNING CONGRESSIONAL 3/17/1952.

***THE LEGISLATOR:**

Est. 12/12/1932; #111; Monday-only morning train put on for returning members of Congress, New York-Washington; #111 made daily 4/30/1933; #120 northbound added 9/24/1933; #120

renamed THE ADMIRAL 4/30/1939; #160 operated northbound 9/24/1939-4/27/1940 and 9/24/1940-4/26/1941; northbound restored as #111-126 9/28/1941; dropped southbound and #111 assigned to THE PRESIDENT 6/24/1956; restored southbound as #157-126 2/16/1958; #126 discontinued and southbound renumbered #125 4/27/1958; restored northbound as #125-126 4/25/1959; renumbered #149-126 10/30/1960; last trip #149 4/29/1961; #126 continued by Amtrak; name discontinued 11/14/1971.

LEHIGH-PENNSYLVANIA EXPRESS/PENNSYLVANIA-LEHIGH EXPRESS:

Est. 6/25/1916; #510-511; through train Phillipsburg-Easton-Mt. Carmel-Sunbury-Lock Haven-Tyrone-Altoona via LV-PRR with through cars to Pittsburgh; name dropped by USRA 1/6/1918; name restored (by 7/1918 - some tts show not restored til 2/22/1920 - local tt shows name 11/30/19); last trip as a through train 1/9/1932; LV segment made a gas-electric car run with PRR connection at Mt. Carmel; last trip of LV #510-511 7/16/1938; PRR #510-511 made a Wilkes-Barre-Sunbury-Lock Haven-Altoona train named PITTSBURGH-WILKES-BARRE EXPRESS.

***THE LIBERTY LIMITED:**

Est. 9/27/1925 from WASHINGTON BROADWAY LIMITED; #58-59; extra-fare, all-first class train Washington-Chicago; coaches added 4/26/1931; begins carrying Chicago-New York cars which are booked under name GOLDEN ARROW 1/31/1932-4/28/1935; coaches added and extra fare dropped 4/24/1932; all-Pullman first section added running non-stop between Baltimore and Englewood 8/29/1943; effective 11/14/1943 first section numbered #58-59 and second section #56-57; non-stop running eliminated and second section made all-coach 11/4/1945; last trip #56-57 1/18/1947; New York-Harrisburg section #1-2 added 4/29/1956 replacing old PENNSYLVANIA LIMITED; last trip #1 6/23/1956 and New York cars transferred to RED ARROW east of Harrisburg; last trip #58-59 and #2 10/26/1957 and Washington-Chicago cars added to THE GENERAL.

THE LIBERTY LIMITED (DETROIT SECTION):

Est. 12/20/1925; #159; Pittsburgh-Detroit; replacing THE RED ARROW (verify)

LIMITED MAIL:

Est. 9/12/1875; #27 (?); Jersey City-St. Louis; discontinued 11/25/1876 as Post Office compensation too low.

LIMITED MAIL:

Est. 4/17/1876 or 5/ /76; New York-Washington night train with through cars Boston-Philadelphia via steamer *Maryland*; renamed BOSTON, PHILADELPHIA & WASHINGTON NIGHT EXPRESS (8/ /76-6/25/77).

***LOCK HAVEN EXPRESS:**

Est. 9/30/1923 from WILLIAMSPORT EXPRESS; #631, Philadelphia-Lock Haven; renamed WILLIAMSPORT EXPRESS 4/30/1933.

LOGANSPORT AND FORT WAYNE EXPRESS:

Est. 5/15/1904; #36; St. Louis-Logansport-Columbia City-Fort Wayne-Pittsburgh; operated for St. Louis World's Fair; last trip 11/26/1904; See EXPO TRAIN.

LONDON LIMITED:

Est. summer 1894; Philadelphia-Jersey City; lv. Phila. 8:00 AM; makes direct connection at Jersey City with American Line steamers to Europe; ran as an extra for ocean passengers, their

friends, and baggage to avoid an overnight stay in New York and not shown in regular public timetables; ran in summer seasons of 1894, 1895, and possibly later; may have been just a nickname; also referred to as PHILADELPHIA & LONDON LIMITED

LOUISVILLE DAYLIGHT EXPRESS/CHICAGO DAYLIGHT EXPRESS:

Est. (3/4/06-8/1914); #18-19; Chicago-Louisville; renumbered #316-317 5/28/1916; combined with Cincinnati train west of Logansport (Van); renumbered #315-316 9/27/1936; last trip #316 9/26/1953; #315 continued as BLUE GRASS SPECIAL.

LOUISVILLE DAYLIGHT SPECIAL:

Est. 11/27/1910 by renaming LOUISVILLE SPECIAL; #18; Chicago-Louisville;

LOUISVILLE EXPRESS/CHICAGO EXPRESS: (or SPECIAL?)

Est. 3/4/1906; #18-19; Chicago-Louisville; renamed LOUISVILLE/CHICAGO DAYLIGHT EXPRESS (3/4/06-8/1914)

***LOUISVILLE MIDNIGHT EXPRESS/CHICAGO MIDNIGHT EXPRESS:**

Est. 4/11/1915; #16-17; Chicago-Louisville; renumbered #306-307 5/28/1916; combined with THE SOUTHLAND west of Logansport; last trip 6/30/1917, and #307 renamed CHICAGO NIGHT EXPRESS and #306 discontinued.

LOUISVILLE NIGHT EXPRESS/CHICAGO NIGHT EXPRESS:

Est. 3/22/1914 by renaming CHICAGO EXPRESS/SOUTHERN EXPRESS; #1-6; Chicago-Louisville; renumbered #336-337 5/28/1916; renumbered #307-336 7/1/1917; combined with Cincinnati train west of Logansport; name applied to #306-307, former CHICAGO MIDNIGHT EXPRESS (2/10/24-3/ /25); combined with #202 west of Logansport (Van) 2/14/1932; restored as separate train 1/14/1934; renamed THE KENTUCKIAN 4/28/1935.

LOUISVILLE SPECIAL:

Est. (by 11/27/04); #18; Chicago-Louisville; renamed LOUISVILLE DAYLIGHT SPECIAL 11/27/1910.

***MAGNOLIA LIMITED:**

Est. 11/1/1929 by renaming EVERGLADES LIMITED; #81-84; winter-only train, New York to both coasts of Florida via ACL; last trip 4/21/1930; replaced by spring-fall TAMIAMI.

MAIL:

Est. 11/25/1917; # 18

MAIN LINE EXPRESS:

Est. 11/19/1893; #12; Pittsburgh-Philadelphia; #1 est. Philadelphia-Pittsburgh 5/27/1904 by renaming FAST LINE; #12 discontinued (ca. 9/14/14); restored as #12/242 5/28/1916 (?); #1 renumbered #217/1 5/28/1916 (?); #12 discontinued 1/6/1918; last trip #1 4/26/1930.

MAIN LINE EXPRESS:

Est. 5/27/1904 from FAST LINE/PHILADELPHIA & WASHINGTON EXPRESS; #1-12; #48; Philadelphia-Renovo and #__ Kane-Philadelphia; renumbered #-48 (-); renumbered #501-578 1/3/1916; #501 name dropped in USRA (ca. 11/30/19?); restored by 11/28/20; both discontinued (9/25/21-4/29/23).

MAIN LINE EXPRESS:

Est. (by 3/1/09); #8; St. Louis-Pittsburgh; what disp?

***THE MANHATTAN:**

Est. 4/28/1929; #338; Cleveland-Pittsburgh connecting with THE MANHATTAN LIMITED; created to take Philadelphia, Washington and Atlantic City cars off the BUCKEYE LIMITED; reamed Cleveland Section of IRON CITY EXPRESS eff. 1/17/1932.

***THE MANHATTAN (CINCINNATI SECTION):**

Est. 4/28/1929; #222; Cincinnati-Pittsburgh connecting with THE MANHATTAN LIMITED; renamed Cincinnati Section of IRON CITY EXPRESS 5/22/1932.

***THE MANHATTAN:**

Est. 2/2/1969; #3; Boston-New York; renumbered #183 4/26/1970; switched from Grand Central to Penn Station 9/21/1970; extended to Washington 3/1/1971; continued by Amtrak as #183 Boston-NY only; last trip 11/13/1971; restored for NY-Boston Turbotrain 8/15/73-10/28/73.

MANHATTAN LIMITED:

Est. 11/29/1903 by renaming SEASHORE LIMITED; #22; Chicago-New York, eastbound only; #23 est. westbound 5/25/1913 by renaming CHICAGO LIMITED; all-first class, extra-fare train, New York-Chicago; coaches added and extra fare dropped 4/24/1932; #22 combined with #16 THE IRON CITY EXPRESS east of Harrisburg (just before 3/19/1938); #22 restored through to New York (by 6/15/1938); #22 changed to operate via 30th Street, 9/14/64; #22-23 discontinued 4/30/1971.

MANHATTAN LIMITED (CINCINNATI SECTION):

Est. 5/24/1903; PCC&StL #16;

***MANHATTAN LIMITED (DETROIT SECTION):**

Est. 4/28/1929; #423; Pittsburgh-Detroit; last trip 4/1/1933.

***THE MARINER:**

Est. 5/14/1944 from the Philadelphia section of THE CAVALIER; #456-457; overnight train Philadelphia-Cape Charles-Norfolk; last trip 3/1/1947.

***MEMPHIS SPECIAL:**

Est. 6/19/1909, replacing NEW YORK & MEMPHIS LIMITED; #25-26; through train New York-Memphis via Bristol; PRR-SouRy-N&W-SouRy; last trip 5/17/1941; replaced by THE TENNESSEAN 5/18/1941.

MERCANTILE EXPRESS:

Est. (7/ /12-5/25/13) by renaming ST. LOUIS EXPRESS/NEW YORK EXPRESS; #6-7; New York-St. Louis; eff. 11/24/1917 combined with BOSTON-PITTSBURGH-St. LOUIS EXPRESS west of Pittsburgh as #7/71-72/6; it discontinued 1/6/1918; (bet. 1/5/20-6/5/21 #7/71 disc. e/o Harrisburg as #575/7); in 8/15/21 is #575/7/1007-6 [prob. disc. e/o Harrisburg]; same 9/27/25); #7 reestablished between New York and Harrisburg 4/25/1926; #7 discontinued Pittsburgh-St. Louis 4/24/1927;(NB: by 4/24/27 #6 is ST. LOUIS-NEW YORK EXPRESS on Lines West - is only MERCANTILE EXPRESS on Form 19); #7 restored New York-Philadelphia 4/29/1928; last portion of #7 discontinued Harrisburg-Pittsburgh (NY-Pitts on Form 4) 11/1/1931; #6 combined

with THE NEW YORKER east of Pittsburgh 9/25/1938; (check local tt. - also called ST. LOUIS-PITTSBURGH-NEW YORK EXP. in 9/24/33) is St. Louis-Pittsburgh #6 in 11/29/36; name dropped 2/10/1942; #6 is renamed THE ALLEGHENY 9/26/1948.

MERCANTILE EXPRESS (CHICAGO SECTION):

Est. (by 8/1914); PFW&C #6; Chicago-Pittsburgh via Ft. Wayne; disc after 6/27/15

***MERCANTILE EXPRESS:**

Est. 4/27/1930 by renaming CHICAGO EXPRESS; #7; Pittsburgh-Chicago; renumbered #135 9/28/1930; renamed PROGRESS LIMITED 4/30/1933.

MERCANTILE EXPRESS (CINCINNATI SECTION):

Est. 4/28/1929 from Indianapolis Section; #206; Cincinnati-Pittsburgh; (in 2/10/24 is #1206; also ok 7/30/28); #206 name dropped 2/10/1942.

MERCANTILE EXPRESS (COLUMBUS SECTION):

Est. (1/6/46-9/29/46); #118; Columbus-Pittsburgh; discontinued (by 12/14/49?)

***MERCANTILE EXPRESS (INDIANAPOLIS SECTION):**

Est. 1/2/1929; #206; Indianapolis-Pittsburgh; becomes Cincinnati Section 4/28/1929.

MERCHANTS LIMITED:

Est. 12/13/1903 by New Haven; #25-26; all-first class deluxe train, New York (Grand Central)-Boston; coaches added 6/26/1949; (by 1/69 is #26-27); renumbered #5-8 2/2/1969; renumbered #185-186 4/26/1970; switched from Grand Central to Penn Station 9/21/1970; continued by Amtrak 5/1/1971; extended to Washington southbound and Philadelphia northbound as #177-(180?) 11/14/1971; northbound reduced to #179 New York-Boston Sunday only 4/30/1972; #179 made daily 6/11/1972; est. as Boston-Washington train in both directions 10/29/1972; (by 4/29/73 is #176-179); renamed THE MERCHANTS 11/20/1977-4/30/1978; name still in use by Amtrak in 1981;

***METROLINER:**

Name applied to high-speed MU trains in New York-Washington service; first round trip #2000-2001 est. 1/16/1969; second round trip #2002-2003 est. 2/10/1969; third round trip est. 4/2/1969 as 2nd #131 and Advance #154 running non-stop on 2:30 schedule; third trip renumbered #2004-2005 6/2/1969; Newark stop added on #2004-2005 7/14/1969; increased from 3 to 6 round trips and renumbered #100-111 10/26/1969; increased from 6 to 7 round trips (#112-113) 8/24/1970; increased from 7 to 9 round trips 5/1/1971; to 12 round trips 11/14/1971; to 13 round trips 1/13/1972; to 14 round trips and non-stop running discontinued 4/30/1972; one round trip extended to New Haven 11/14/71-10/30/77 and 11/20/77-2/22/78; renamed "Metroliner Service" 4/30/78; last run of original "Metroliner" MU cars in Northeast Corridor service 10/23, 1981; retired in favor of Amfleet cars; cut to single round trip Nos. 2300-2301, 10/31/2005; last Amtrak "Metroliner" trip made 10/27/2006 and name retired.

***THE METROPOLITAN:**

Est. 5/22/1927 by renaming the METROPOLITAN EXPRESS westbound only; #25; New York-Chicago; extra-fare, all-first class west of Pittsburgh; extra-fare, all-first class status dropped 4/24/1932; cut to New York-Pittsburgh and renamed PITTSBURGH DAY EXPRESS 4/24/1932; renamed THE METROPOLITAN 9/25/1932; #25 renamed THE DUQUESNE with discontinuance of #75 4/29/1956.

***THE METROPOLITAN (PITTSBURGH SECTION):**

Est. 11/14/1943; #45; Philadelphia-Pittsburgh; last trip 1/18/1947.

THE METROPOLITAN (ST. LOUIS SECTION):

Est. 12/15/1929; #155; Pittsburgh-St. Louis; cut back to Pittsburgh-Indianapolis 4/28/1940; renumbered #27 (and extended to St. Louis?) replacing an unnamed local, the former COMMERCIAL EXPRESS 1/23/1949; renamed the St. Louis Section of THE DUQUESNE 9/30/1951; name changed back to THE METROPOLITAN 4/27/1952; last trip 4/28/1956 and replaced by THE DUQUESNE.

METROPOLITAN EXPRESS:

Est. 5/25/1913 by renaming CHICAGO SPECIAL and NEW YORK SPECIAL (CHICAGO EXP on LW - yes); #25-40 (on Lines East #40 shows as CINCINNATI & NEW YORK EXPRESS by 10/15/08 - same on LW by 8/1914); New York-Chicago with connections to and from other western points; (in 5/1916 & 8/15/21 #25 is all-Pullman west of Pittsburgh and #40 is all-Pullman, extra-fare east of Pittsburgh); (in 1924 #25 is all-Pullman west of Pittsburgh); (by 6/17/23) #40 is all-Pullman Cincinnati-New York with #140 connection from Chicago; #25 renamed THE METROPOLITAN 5/22/1927; #40 renamed THE METROPOLITAN LIMITED 4/26/1925.

***METROPOLITAN EXPRESS (CHICAGO SECTION):**

Est. 7/1/1927, from Chicago Section of THE METROPOLITAN LIMITED; #140; Chicago-Pittsburgh connecting with THE MANHATTAN LIMITED; last trip 4/26/1930.

METROPOLITAN EXPRESS (CINCINNATI SECTION):

Est. (by 2/10/24); #1240; Cincinnati-Pittsburgh (or Columbus?); discontinued (by 4/27/1924)

METROPOLITAN EXPRESS (CLEVELAND SECTION):

Est. (by 8/1914); #340; Cleveland-Pittsburgh; discontinued (6/27/15-7/1/17?)

METROPOLITAN EXPRESS (CLEVELAND-AKRON-FT. WAYNE SECTION):

Est. (by 8/1914); #506; out by 6/27/15?; renumbered #624 by 7/1/17

METROPOLITAN EXPRESS (COLUMBUS SECTION):

Est. (by 2/10/24); #1040; Columbus-Pittsburgh; (last trip 4/25/1925??); replaced by #40 THE METROPOLITAN LIMITED.

METROPOLITAN EXPRESS (DETROIT SECTION):

Est. (by 8/1914); #440; Detroit-Pittsburgh; renumbered #1450 (7/1/17-2/10/24); renumbered #116 (2/10/24-?); renamed PITTSBURGH DAY EXPRESS 6/1/1929.

***THE METROPOLITAN LIMITED:**

Est. 4/26/1925 by renaming METROPOLITAN EXPRESS; #40; all-first class train, Cincinnati-New York; renamed THE CINCINNATI LIMITED 4/25/1926.

THE METROPOLITAN LIMITED (CHICAGO SECTION):

Est. 4/26/1925; #140; Chicago-Pittsburgh;

THE METROPOLITAN LIMITED (RICHMOND SECTION):

Est. 4/26/1925; #240; Richmond-Columbus; renamed CAPITOL EXPRESS (10/21/25-12/20/25).

THE MIAMIAN:

Est. 12/1/1927 replacing FLORIDA EAST COAST LIMITED; #71-72; all-Pullman, winter-only through train New York-Miami via ACL/FEC; (New York cars begin 1/2/1928??); usually combined with GULF COAST LIMITED north of Jacksonville at the beginning and end of the season from 12/1/1930 to 12/13/1934; second section carded 1/17/1930 to 4/7/1930; coaches added 12/13/1934; discontinued for war, last trip 5/4/1941; restored 12/12/1946 as #7-8; all-first class train replacing THE CHAMPION; effective 6/8/1947 begins operating year-round with coaches in summer; restored to all-Pullman for winter beginning 9/28/1947; becomes Pullman/coach train all year by trading consist and schedule with the VACATIONER 12/ /1952 (Goolsby has 12/51); through 4/22/1955 (LT); operated as winter-only coach and Pullman train beginning 12/16/1955 (or 1951-52?); last daily operation 4/26/1959; revived as #__, all-Pullman train operating twice a week for winter only beginning 12/18/1959; last trip southbound 2/25/1962; last trip northbound 3/24/1962; name revived by Amtrak for winter-only NY-Miami train 12/13/74-1/10/75; last trip northbound 1/11/1975.

THE MID-CITY EXPRESS:

Est. 4/28/1935 by naming a through car service est. 4/2/1933; #201-44; night train Chicago-Ft. Wayne-Detroit via PRR-Wabash; THE MID-CITY EXPRESS is merely a name for through cars carried on THE SOUTHLAND westbound and THE FORT DEARBORN eastbound between Chicago and Fort Wayne 4/28/1935-1/29/1938; FORT DEARBORN name dropped on #44, which becomes THE MID-CITY EXPRESS, Chicago-Detroit only eff. 1/30/1938; #44 extended Fort Wayne-Pittsburgh, summer only, with through cars to New York via #72, THE JUNIATA, 4/24/1938-9/25/1938, 4/30/1939-9/24/1939, 4/28/1940-9/29/1940, 4/27/1941-9/28/1941; Detroit cars are called THE MID-CITY EXPRESS and New York cars called THE JUNIATA out of Chicago; during fall and winter runs Chicago-Detroit only; eastbound MID-CITY EXPRESS renumbered #12 9/28/1941; #12 becomes through train Chicago-Detroit 1/19/1947 (reason for #12/44 during 1930s and 1940s was because #44 overtook #12 at Fort Wayne); combined with THE SOUTHLAND both east and westbound west of Fort Wayne and renumbered #200/44-201/63 1/19/1947; discontinued 9/25/1949.

***MID-CITY EXPRESS:**

Est. 12/3/1962; #507; commuter train from Trenton to Suburban Station; name dropped 10/29/1978.

***MID-CITY EXPRESS:**

Est. 4/27/1964; #873; commuter train from Chestnut Hull to Suburban Station; name dropped 10/29/1978.

***THE MIDDAY CONGRESSIONAL:**

Est. 6/24/56; #123-130; New York-Washington replacing THE JUDICIARY; #123 discontinued 2/26/1958; restored southbound as #121 4/26/1959; renumbered #130-137 10/26/1969; #130 discontinued 4/30/1971; #137 continued by Amtrak; name discontinued 11/13/71.

***THE MIDDAY KEYSTONE:**

Est. 6/24/1956; #125; New York-Washington tubular train, replacing THE EXECUTIVE; discontinued 2/26/1958 and replaced by THE LEGISLATOR; tubular equipment combined on PRR with the southbound cars for SouRy #37 as THE CRESCENT.

***THE MIDLAND EXPRESS:**

Est. 4/27/1930 by naming train est. 4/28/1929; #202/182 New York-Boston via Willimantic with through cars from Philadelphia; last trip 9/27/1930 and replaced by HELL GATE EXPRESS.

***THE MIDNIGHT KEYSTONE:**

Est. 6/24/1956; #103; New York-Washington tubular train replacing THE EDISON; last trip 4/25/1959.

THE MID-SOUTH SPECIAL:

Est. 12/ /1921?; #310-302 (or 301-302??); winter-only train, New York-Columbia via SAL with cars to Pinehurst; revived 11/12/1922; #310-302; New York-Pinehurst, N.C., via SAL/NS; last trip ca. 3/6/1923; not revived for 1923-24 season (?) need 1/24-2/24 guides

THE MID-WEST EXPRESS:

Est. 11/27/1910; #55; Washington-Pittsburgh with connections to western points; renamed CAPITAL EXPRESS (7/ /12-5/25/1913).

***THE MID-WESTERNER:**

Est. 12/11/1935 by renaming THE PROGRESS LIMITED; #135; Pittsburgh-Chicago; renumbered #63 as New York-Chicago train 9/27/1936; discontinued east of Pittsburgh 1/10/1937; renamed GOLDEN ARROW, Pittsburgh-Chicago 7/11/1937; renumbered #79 9/26/1937.

***MONMOUTH EXPRESS:**

Est. 2/20/1920: #805-812; through train, Philadelphia-Long Branch via Trenton; discontinued 4/24/1932 and replaced by THE SEA BREEZE.

MONTREALER/WASHINGTONIAN:

Est. 6/15/1924; #180-181; overnight trains between Washington and Montreal; renumbered #113-146 9/29/1929; renumbered #168-169 9/28/1930; discontinued south of New York with through cars on AFTERNOON CONGRESSIONAL northbound and EXECUTIVE southbound 4/27/1958; last trip 9/3/1966 a/c discontinuance on Boston & Maine; became unnamed New York-Springfield train; restored by Amtrak as #60-61 9/29/1972; southbound train renamed MONTREALER 5/19/74; discontinued north of Springfield, Mass. (4/6, 4/14 or 5/14/87?); restored to Montreal via Central Vermont Railway from New London (7/17 or 18/89; discontinued 4/1/1995.

***THE MORNING CONGRESSIONAL:**

Est. 3/17/1952; #124-131; streamlined train New York-Washington replacing THE PRESIDENT northbound and THE LEGION southbound; renumbered #120 replacing THE PRESIDENT northbound 6/24/1956; discontinued northbound and #120 assigned to THE POTOMAC 2/26/1958; name discontinued by Amtrak 5/1/71; #131 renamed THE CONGRESSIONAL by Amtrak 11/14/71.

MORNING EXPRESS:

Est. 7/1/1873; New York-Washington round trip via York; changed to run via PW&B 7/24/1873; renamed NEW YORK DAY EXPRESS/WASHINGTON DAY EXPRESS (7/1/73-8/ /76)

***THE MORNING KEYSTONE:**

Est. 6/24/1956; Washington-New York tubular train replacing THE MORNING

CONGRESSIONAL as #124 northbound; renumbered #126 4/27/1958; last trip 4/25/1959.

***THE MORNING STEELER:**

Est. 4/30/1950 from THE STEELER eastbound and new westbound train; #360-363; Pittsburgh-Cleveland via Salem and Alliance; renumbered #360-361 9/27/1953; last trip 9/7/1957.

THE MOUNT POCONO SPECIAL:

Est. 6/24/1899; summer-only Sat./Mon. train, Philadelphia-Tobyhanna;

***THE MOUNT VERNON:**

Est. 9/24/1933; #127-142, afternoon train, New York-Washington; #127 discontinued 4/29/1934; #127 restored 9/30/1934; #127 discontinued 4/28/1935; restored southbound as #143-142 4/25/1937; renumbered #143-156 4/27/1941; renumbered #137-156 9/28/1947; renumbered #139 10/26/1969; continued by Amtrak 5/1/1971; named discontinued 11/14/1971; name later revived by Amtrak for various Northeast Corridor trains.

THE MOUNTAINEER:

Est. 5/27/1901 without name; named (11/30/19-3/1/20); #5901-5908; Philadelphia-Pottsville-Wilkes-Barre; last trip 9/29/1934. NB: on 9/25/21 is #5901-5902; 5/23/20?? shows 5901 only; 5908 as "local"

THE MURRAY HILL:

Est. (?); #5; New Haven train between New York and Boston; discontinued eff. 1/2/1958; restored __?; renumbered from #9 to #187 4/26/1970; switched from Grand Central to Penn Station 9/21/1970; discontinued 5/1/71?

***NASHVILLE EXPRESS:**

Est. 5/5/1901 for world's fair traffic; #506/21; Buffalo-Akron-Columbus-St. Louis/Cincinnati/Nashville; runs on Erie Railroad, Buffalo-Akron; combined with regular PRR trains west of Columbus; last trip 10/26/1901; see also PAN-AMERICAN EXPRESS.

***NATIONAL LIMITED:**

Est. 11/14/1971 by Amtrak by renaming "SPIRIT OF ST. LOUIS"; #30-31: restored as separate train, New York-Kansas City and Harrisburg-Washington section #530-531 added 4/30/1972; #530-531 discontinued, last trip 10/28/1978, and replaced by cars on Northeast Corridor trains between Philadelphia and Washington; #30-31 discontinued 10/1/1979.

*** "NELLIE BLY":**

Est. 4/25/1926 by naming #1070-1077; New York-Atlantic City via Trenton and West Haddonfield; name dropped 9/27/1942; name revived 6/25/1950; Sunday run renumbered #1073-1078 7/6/1955; last trip 4/29/1961. NB: named for byline of Elizabeth Cochran of NY World, who traveled around the world in 1889 in 72+ days.; NB name not shown on 1894 tt. or on any public tt. prior to 1926; in 2/1897 was #324-355.

***NEPTUNE:**

Est. 6/25/1937; #108-109; summer-weekend-only day train; Grand Central to Woods Hole and Hyannis; last trip 9/20/1942; discontinued for war; restored 6/7/1946 as summer-weekend-only #836/838/109-108/841/843; discontinued 9/1/1958; restored 7/1/1960; last trip 9/13/1964.

***THE NEW ENGLAND EXPRESS:**

Est. 3/28/1920; #178; Philadelphia-Boston with through cars from Pittsburgh, etc. from THE QUAKER CITY EXPRESS; renamed THE NEW ENGLANDER 9/28/1930.

***THE NEW ENGLANDER:**

Est. 4/28/1929 from THE QUAKER CITY EXPRESS: #46; Pittsburgh-New York via North Philadelphia with through cars to Boston on #178 NEW ENGLAND EXPRESS; on 9/28/1930 name applied to through train #46/178 by renaming THE NEW ENGLAND EXPRESS #178; renumbered #186 9/28/1941; replaced by THE QUAKER east of Philadelphia 4/28/1946; #46 extended Philadelphia-New York 4/29/1951; last trip #46 Pittsburgh-New York 6/23/1956; restored as #24 Pittsburgh-Philadelphia with through cars for Boston replacing THE DUQUESNE 10/25/1959; last trip 4/28/1961 when through sleepers to Boston discontinued, and Pittsburgh-Philadelphia portion renamed THE JUNIATA; name revived by Amtrak for #181-184, Boston-Philadelphia 5/19/74-10/25/75.

NEW HAVEN EXPRESS:

Est. (-10/31/20 possibly 3/28/20); #180; Philadelphia-New Haven; discontinued (10/31/20-8/15/21).

NEW YORK AIKEN-AUGUSTA SPECIAL:

Est. 1/9/1908 (?); #__ ; New York to Aiken & Augusta via SouRy; replaced by THE SOUTHEASTERN LIMITED 11/27/1910.

NEW YORK & ATLANTA EXPRESS:

Est. 11/24/1901 by renaming WASHINGTON & ATLANTA EXPRESS: #39-40; New York-Atlanta via SouRy; discontinued (1/6/07-6/13/10)

NEW YORK AND CHICAGO LIMITED:

Est. 10/31/1881; all-Pullman; 25:40 schedule in 1881; renamed PENNSYLVANIA LIMITED 5/1887 (?) on Lines West and 7/30/1891 on Lines East; was #2-5 in 1889. NB: LW renaming dates are from PRR pass. book and don't match Guide or tts.; is still NY&CHI LTD. on Lines West tt. of 5/17/96!

NEW YORK & FLORIDA EXPRESS:

Est. 3/12/1899; #__ ; New York-Aiken, Augusta & Florida via SouRy; disp. (after 6/1902)

NEW YORK & FLORIDA EXPRESS:

Est. (by 5/19/29); #191/1-2/192; summer-only train, New York to both coasts of Florida via SAL; summer counterpart to CAROLINA FLORIDA SPECIAL; renamed NEW YORK-FLORIDA LIMITED (5/19/29-9/29/29). VERIFY IN GUIDE

***NEW YORK & FLORIDA LIMITED:**

Est. 1/18/1897 replacing NEW YORK & FLORIDA SHORT LINE LIMITED; #53/31-32/48; winter-only train; New York-St. Augustine via SouRy; last trip 4/13/1901; replaced by SOUTHERN'S PALM LIMITED for 1902 season.

***NEW YORK & FLORIDA SHORT LINE LIMITED:**

Est. 1/6/1895; PRR #53-48; Sou #33-34; winter-only train New York-St. Augustine via SouRy/Fla. Central & Peninsular RR; replaced by section of #37-38 4/21/1895; renumbered #31-32 1/6/1896 last trip 4/19/1896; replaced by NEW YORK & FLORIDA LIMITED 1/18/1897.

NEW YORK AND FLORIDA SPECIAL:

Est. 1/9/1888; # ___; New York-Jacksonville all-Pullman, winter-only train via ACL; ran three times a week in first year; ran daily starting 2/24/1891 (?); first through train to Florida; extended to St. Augustine, 1/13/1890; to Key West 1/22/1912; (by 6/9/01 is #37-38); renumbered #87-88 11/26/1905; solid through train on PRR; last trip north of Washington 12/16/1917; renamed FLORIDA SPECIAL 1/6/1920; according to Hoffman, ran as "No. 87-88" during USRA.

***NEW YORK & MEMPHIS LIMITED:**

Est. 8/11/1902; #41-42; New York-Memphis via SouRy; combined with WASHINGTON & CHATTANOOGA LIMITED north of Chattanooga; replaced by MEMPHIS SPECIAL 6/19/1909.

NEW YORK AND NEW ORLEANS LIMITED:

Est. (1/6/07-12/ /1910) from WASHINGTON AND SOUTHWESTERN LIMITED; #37-38; all-Pullman through train, New York-Atlanta-New Orleans via PRR/SouRy/L&N; New York cars cut by USRA (by 7/1918); restored (1920?); renamed CRESCENT LIMITED 4/26/1925.

NEW YORK & NORFOLK EXPRESS:

Est. (by 5/13/94 is #97) (?-5/27/06); #49-50; night train New York-Cape Charles; name prob. dropped (5/1916-4/1/17); revived in 1926 as NORFOLK EXPRESS.

NEW YORK & RICHMOND EXPRESS:

Est. (1/18/92-5/21/93); #36-51; New York-Washington with through cars to and from Richmond; given generic NEW YORK & WASHINGTON/WASHINGTON & NEW YORK EXPRESS designation (5/13/94-6/9/95)

NEW YORK & SOUTHERN EXPRESS:

Est. (6/3/88-5/11/90); #57; New York-Washington with through cars to C&O; renumbered #65 (1/18/92-5/21/93); renamed CHESAPEAKE & OHIO EXPRESS (5/13/94-6/9/95)

NEW YORK & SOUTHERN EXPRESS:

Est. (1/18/92-5/21/93) from FAST SOUTHERN EXPRESS; #63; New York-Washington with through cars to R&D; renamed SOUTHERN RAILWAY EXPRESS (1/27/03-11/27/04)

NEW YORK & SOUTHERN EXPRESS:

Est. (1/18/92-5/21/93) from SOUTHERN NIGHT EXPRESS; #23; New York-Washington with through cars to ACL; renumbered #39 (11/30/02-1/27/03); renamed ATLANTIC COAST LINE EXPRESS (1/27/03-11/27/04)

NEW YORK & SOUTHERN EXPRESS:

Est. (1893-2/6/98; #20-21; New York-Chicago via Columbus; (NB! this is name on LW, on LE #20 is ATLANTIC EXPRESS from pre-1893 and #21 is CHICAGO & ST. LOUIS EXP. by 1894) no #20-21 in 8/15/09 Chicago U. Sta. tt. - KEYSTONE EXPRESS is #120); renamed KEYSTONE EXPRESS (8/15/09-5/25/13)

NEW YORK & WASHINGTON FAST EXPRESS:

Est. (5/11/90-1/18/92) from generic NEW YORK & WASHINGTON EXPRESS; #43; New York-Washington; renumbered #45 (1/18/92-5/21/93); name changed to generic NEW YORK & WASHINGTON EXPRESS (11/15/96-75/26/1901)

NEW YORK DAY EXPRESS:

Est. (7/1/1873-8/ /76) from MORNING EXPRESS; Washington-New York; replaced by generic WASHINGTON & NEW YORK EXPRESS (5/31/80-7/ /84); see also WASHINGTON DAY EXPRESS.

***NEW YORK DAY EXPRESS:**

Est. 5/27/1906; #44, a 9-hour all-first class day train from Pittsburgh to New York with connection from PCC&StL; eastbound counterpart of PITTSBURGH DAY EXPRESS; all-first-class (1909-fall 1915); renamed THE JUNIATA 5/22/1927. (on LW (11/25/17) #44-124 is PITTSBURGH EXP - in 11/25/17 #44 also connects from #142 and 144)

NEW YORK EXPRESS:

Est. (by 6/3/1899); #94; day train Cape Charles-New York; renumbered #48 (10/1/05-5/27/06); disp. after 9/15/14; see also OLD POINT EXPRESS.

NEW YORK EXPRESS:

Est. 5/29/1904 from EASTERN EXPRESS; #6; St. Louis & Chicago via Ft. Wayne to New York; renumbered to #32, Cincinnati-New York 5/25/1913, and #6 assigned to the MERCANTILE EXPRESS; discontinued Indianapolis-Columbus 7/1/17; renamed NEW YORK NIGHT EXPRESS 11/30/1919.

NEW YORK EXPRESS:

Est. (by 5/25/03); PCC&StL #14; St. Louis-Pittsburgh; is "MAIL" on LE; by 8/1914 is St. Louis Section of MERCANTILE EXPRESS.

NEW YORK EXPRESS:

Est. (1/1/19-11/30/19); #106/64; Pittsburgh-New York connecting from #106 from Chicago; renumbered #118/64 4/27/1924; discontinued east of Harrisburg and renumbered #64/6 4/29/1928; last trip 9/29/1928.

NEW YORK-FLORIDA LIMITED:

Est. 4/17/1927; #191/891-892/192; off-season train New York to both coasts of Florida via SAL; renumbered #191/1-2/192 4/___ /1928; is replaced by CAROLINA-FLORIDA SPECIAL during winter season through 4/20/1929; begins operating in winter season as #191/891-892/192 (ca. 1/ /30); made year-round and renumbered #191/1-2/192 (3/ /1930 or 3/29/1931); (NY-FLA LTD is operated in winter season 12/ /29, 12/15/32+); renamed the PALMLAND, 12/12/1941. see also NEW YORK & FLORIDA EXPRESS.

NEW YORK LIMITED:

See ATLANTIC CITY LIMITED

NEW YORK LIMITED:

See ST. LOUIS LIMITED

NEW YORK LIMITED:

Est. 3/2/1924; #74; all-first class train from west coast of Florida to New York via ACL; last trip / /1924; run to handle crowds returning from vacations; restored 12/30/1924; last trip 5/2/1925.

NEW YORK LIMITED EXPRESS/WASHINGTON LIMITED EXPRESS:

Est. 4/20/1874; first all-Pullman, first-class, extra-fare train on PRR; (by 6/3/88 is #30-35); loses all-first class, extra-fare status 1/18/1892; renumbered #46-49 (1/18/92-5/21/93); all vestibuled equipment; renamed generic NEW YORK & WASHINGTON EXPRESS (9/ /03-11/27/04) (can't do at Strasburg)

NEW YORK MAIL:

Est. (5/23/1913-9/14/1914); #14; Pittsburgh-Jersey City; probably older non-revenue train with coach added; added to Guide (7/ /12-3/ /14); revenue coaches discontinued 7/1/1917; Check 1/1/19 emp. tt. (NB #14 est. as "MAIL & EXP." 1896-6/27/98); on LW #14 is NEW YORK EXP. from St. Louis; #14 est. 11/27/1898 ? Pittsburgh-New York non-stop with sleepers only; #14 is identified as "RAILWAY EXPRESS" by (5/23/20?).

NEW YORK NIGHT EXPRESS:

Est. 7/1/1873; Washington-New York; adds through cars from R&D, ACL (6/25/77-5/31/80); renumbered #58 (5/31/80-7/ /84); renumbered #66 and name changed to generic WASHINGTON & NEW YORK EXPRESS (1/18/92-5/21/93); see also WASHINGTON NIGHT EXPRESS.

***NEW YORK NIGHT EXPRESS:**

Est. 11/30/1919 by renaming NEW YORK EXPRESS; #32; Pittsburgh-New York; cut to Pittsburgh-Philadelphia as unnamed local 2/26/1922.

NEW YORK-RICHMOND & DANVILLE LIMITED:

Est. 11/20/1892; #48-67; through train New York-Atlanta-New Orleans, with cars for Asheville and Augusta; is PRR name for WASHINGTON & SOUTHWESTERN LIMITED; (in 1893 Guide is R&D LTD)

***NEW YORK-RICHMOND EXPRESS/RICHMOND-NEW YORK EXPRESS:**

Est. 11/24/1912; RF&P #51-70; all-steel through train, New York-Richmond; renamed #70-67 1/4/1915; #124/70-67/121; through cars New York-Richmond via RF&P; through cars removed by USRA 1/6/1918 and not restored.

NEW YORK SPECIAL:

Est. 11/29/1903 by renaming first section of PITTSBURGH LIMITED; 1st #16; all-first class extra-fare train St. Louis-New York; runs non-stop East Liberty to Jersey City; runs via Trenton Cutoff until NY-Pittsburgh Subway opened (1904??); Washington cars switched from 1st #16 to 2nd #16 2/7/1904; #16 renamed CHICAGO & NEW YORK EXPRESS and NEW YORK SPECIAL renumbered #38 2/18/1906; renumbered #16 (7/21/07-5/30/09); renamed IRON CITY EXPRESS 5/24/1913.

3rd #16 discontinued eff. 2/18/1906

NEW YORK SPECIAL:

Est. (by 6/11/1905 - NYT); PFtW&C #16; Chicago-Pittsburgh where combined with St. Louis #16; renamed METROPOLITAN SPECIAL 5/24/1913.(NB! METROPOLITAN EXPRESS! is #40; #16 is IRON CITY EXPRESS!! - what takes place of #16 on LW?? nothing!! - #16 on PFWC is CHICAGO & NEW YORK EXP [1904?-11/25/06] dropped [7/21/07-5/30/09] and #16 renamed NEW YORK SPECIAL)

NEW YORK SPECIAL:

Est. 11/29/1903 from 2nd section of PITTSBURGH LIMITED; 2nd #16; extra-fare train, Cincinnati-New York; all first-class at least west of Pittsburgh; renumbered #38 2/18/1906 and #16 assigned to CHICAGO & NEW YORK EXPRESS; renumbered #16 (7/21/07-5/30/09 or 11/7/09?); renumbered #40 11/7/1909 (est on PCC&StL via Piqua); NB #40 is CINN & NY EXP on LE (1908-1909); renamed METROPOLITAN EXPRESS (by 1915). (what is relationship of two sections of #16??. which becomes #40?)

NEW YORK SPECIAL (TOLEDO SECTION):

Est. ? ; #416, Toledo-Pittsburgh with through cars on #16 to New York; out (by 4/27/1924)

NEW YORK SPECIAL:

Est. (11/1904-5/1916); C&O #6; Cincinnati-Washington with through car to New York; #1 CINCINNATI SPECIAL has no through cars east of Washington; #6 reassigned to FAST FLYING VIRGINIAN (1/13/31-6/ /32 - prob. 4/24/32 when GEORGE WASHINGTON created).

NEW YORK-WASHINGTON-ATLANTA-NEW ORLEANS EXPRESS:

Est. (6/22/19-12/ /20) from WASHINGTON-ATLANTA-NEW ORLEANS; #35-36; New York-New Orleans via PRR/SouRy/A&WP/L&N; through cars north of Washington discontinued 5/31/1936; renamed WASHINGTON-NEW ORLEANS EXPRESS 6/20/1943; renamed WASHINGTON-ATLANTA EXPRESS 8/10/1958; renamed WASHINGTON-ATLANTA 4/24/1960; #35 combined with #33 PIEDMONT LIMITED, Danville-Salisbury 12/17/1964; #35 renamed PIEDMONT LIMITED, Washington-Salisbury 12/27/1964; continues to operate as #35 WASHINGTON-ATLANTA south of Salisbury on old schedule; last trip #35 Salisbury-Atlanta 5/1/1966; last trip #36 12/3/1967.

THE NEW YORKER:

see THE ST. LOUISIAN

***THE NEW YORKER:**

Est. 4/27/1930 by renaming FAST MAIL; #52; Chicago-New York; combined with THE MANHATTAN LIMITED east of Pittsburgh 4/26/1931; restored east of Pittsburgh 1/17/1932; discontinued east of Pittsburgh 4/24/1932 and sleeper forwarded on THE PITTSBURGHER; restored to Chicago-New York 9/25/1938; cut back to Chicago-Pittsburgh and renamed THE FORT PITT 4/27/1947.

THE NEW YORKER (CINCINNATI SECTION):

Est. (9/25/33-8/25/40); #222; Cincinnati-Columbus (?); out (by 7/30/44).

THE NEW YORKER (DETROIT SECTION):

Est. 4/28/1935 by renaming PITTSBURGH DAY EXPRESS; #452; Detroit-Mansfield; renumbered #126 (?) 11/14/1943; renamed IRON CITY EXPRESS 4/27/1947.

***THE NEW YORKER:**

Est. 9/26/1937; #134; Washington-New York; operated 9/26/1937-4/24/1938, 9/25/1938-4/30/1939, 12/18/1939-4/28/1940, when standard time is in effect and THE REPRESENTATIVE is #132; number reassigned to THE REPRESENTATIVE year-round beginning 4/28/1940.

***THE NEW YORKER:**

Est. 1/3/1948; #40; Atlanta-New York via SouRy; northbound only; by naming a formerly unnamed train; last trip 4/25/1953; southbound cars carried on THE PEACH QUEEN.

THE NEW YORKER:

Est. __; New Haven train, Boston-New York (Grand Central?); discontinued eff. 1/2/1958; revived 4/26/1959 by renaming THE QUAKER; #187; Boston-New York overnight train; renumbered #1 and rerouted into Grand Central 2/2/1969; renumbered #181 as Boston-New York day train 4/26/1970; rerouted to Penn Station 9/21/1970; continued by Amtrak as #181 Boston-NY 5/1/71; name discontinued 11/13/71; later revived for Washington-NY train 4/29/73-10/31/76.

NEWS EXPRESS:

Est. 5/13/1889; #__ Baltimore-Lock Haven; (?-12/15/90); #61; Philadelphia-Lock Haven with through cars to Tyrone; number assigned to NIAGARA EXP. (3/24/97-5/17/97); renumbered #31 (?-12/1900); renamed NEWSPAPER SPECIAL (11/29/14-7/1/17)

NEWSPAPER SPECIAL:

Est. (11/29/14-7/1/17) from NEWS EXPRESS; #557; New York-Williamsport; mail and sleepers only; combined with #37 east of Harrisburg by 5/25/19; name dropped 11/30/1919; name restored after 11/28/1920; name dropped (9/25/21-4/29/23); last trip 8/18/1934.

NIAGARA & BUFFALO EXPRESS:

Est. (5/27/00-1901) by renaming? NIAGARA EXPRESS; (NO!!) #61; Philadelphia-Buffalo/Canandaigua?; renumbered #51 (11/27/04-9/17/06); disp?

***NIAGARA:**

Est. 2/22/1920 from NIAGARA EXPRESS; #515; Harrisburg-Williamsport-Ridgway; (eastbound train #506 not named); cut back to Lock Haven 4/27/1930; last trip 9/24/1932.

NIAGARA EXPRESS:

Est. (6/ /70-10/ /72; Baltimore section est. 5/13/1889); Philadelphia-Emporium and Buffalo via Canandaigua (?); discontinued eastbound eff. 11/15/1874; discontinued westbound eff. 6/29/1874; restored westbound 12/27/1875, Philadelphia-Niagara Falls and Kane, paired with DAY EXPRESS; (by 6/25/77) is #63; Philadelphia-Elmira-Rochester; renumbered #11 (12/18/92-5/21/93) renumbered #15 (5/21/93-11/26/94); renumbered #63 (7/ /98-5/27/00); combined with #15 PITTSBURGH EXPRESS Philadelphia-Harrisburg (11/26/94-5/17/97); renumbered #61, Philadelphia-Canandaigua-Rochester (6/27/98-5/27/00); renumbered #515, Philadelphia-Ridgway 5/28/1916; name dropped 11/30/1919; renamed NIAGARA 2/22/1920.

NIGHT CAPE CODDER:

Est. 6/11/1937 from CAPE CODDER; #110-111; summer-weekend-only overnight train between Grand Central and Woods Hole/Hyannis; carries weekend Washington-Hyannis sleeper carried on MONTREALER east of New Haven; last trip 9/21/1941; discontinued for war; restored as summer-weekend-only #842/844/111-110/831/833 with Washington-Hyannis sleeper 6/18/1948; last trip of Washington-Hyannis sleeper 9/2/1957 (or 58!!); last trip 9/1/1958.

***NORFOLK EXPRESS/NEW YORK EXPRESS:**

Est. 6/26/1926 by naming prewar NEW YORK & NORFOLK EXPRESS; #449-450; night train, New York-Cape Charles; renamed THE CAVALIER 4/27/1927.

NORTH MICHIGAN RESORTER:

Est. 6/1/1916 - 6/27/15 is "N. MICH. RESORTS", no name in 1914); #17-18; summer-only train, Chicago-Grand Rapids via Michigan Central to Kalamazoo, with through cars to Mackinaw City; renamed NORTH MICHIGAN SPECIAL (7/1918-6/28/25)

NORTH MICHIGAN SPECIAL:

Est. (7/1918-6/28/1925) by renaming the NORTH MICHIGAN RESORTER; #17-18; summer-only train Chicago-Mackinaw City and branches via Michigan Central to Kalamazoo; replaced by THE NORTH STAR for 1930 season.

***NORTH STAR:**

Est. 6/29/1930 from NORTH MICHIGAN SPECIAL; #17-18; summer-only Chicago-Mackinaw City via Michigan Central to Kalamazoo; last trip 9/13/1931; replaced by unnamed #17-18, Chicago-Grand Rapids for 1932 season.

NORTHERN ARROW:

Est. 6/21/1935 by renaming THE NORTHLAND; #519-520; summer-only train between Cincinnati and Mackinaw City; operates daily with weekend service in September; single combine added by (1930-1931); coaches added 6/20/1935; last trip 9/27/1942, then discontinued for war for 1943-45 seasons; restored running Fri./Sun. 6/ /1946; restored daily 6/25/1946; Harbor Springs service not operated in summer of 1947; last trip as daily train 9/15/1948; begins operating tri-weekly 4/24/1949; begins operating every other day with weekend only service during June and Sept. 5/25/1951; last run of pre- and post-season service and Harbor Springs and Traverse City branch service 9/30/1951; begins operating tri-weekly July through mid-Sept. 7/1/1952; last run of tri-weekly service 9/13/1953; begins bi-weekly service 6/29/1954; last trip of bi-weekly service 9/8/1957; begins operating one round trip weekends only 6/27/1958; last trip 9/4/1961.

NORTHERN EXPRESS:

Est. 7/24/1873; Washington-New York with cars from Richmond (?); Philadelphia-Boston cars via steamer *Maryland* added 5/8/1876; renamed WASHINGTON, PHILADELPHIA & BOSTON NIGHT EXPRESS (8/ /76-6/25/77); see also RICHMOND EXPRESS.

NORTHERN EXPRESS:

Est. 1/17/1892; Washington-Erie/Elmira (northbound only); by 12/1900 is #3, Washington-Erie/Canandaigua; by 11/29/14 is #39/7 Phila.-Canandaigua with through cars to Rochester; (what in 1916?); renumbered #579 5/28/1916; name dropped 11/30/1919; name restored (2/22/20-11/28/20); renumbered #581 9/26/1926, Erie-Philadelphia (?); last trip Harrisburg-Emporium 4/24/1954 and combined with DOMINION EXPRESS as #574-575; DOMINION EXPRESS name dropped 2/16/1958; Washington-Harrisburg section renumbered #555 1/28/1968; last trip #555 4/27/1968; name of #575 dropped 4/28/1968; #575 begins operating every other day, Harrisburg-Buffalo 4/8/1969; rescheduled as day train 6/8/1969; last trip 4/30/1971; see also SOUTHERN EXPRESS.

THE NORTHLAND:

Est. (6/5/1923 - PR or 6/28/25-7/1/1927) by renaming the NORTHLAND LIMITED; #519-520; summer-only, all-first class train Cincinnati-Mackinaw City; coaches added 6/26/1932; renamed NORTHERN ARROW 6/21/1935.

NORTHLAND EXPRESS:

Est. (7/17/98-1901); #4-5; renamed NORTHLAND LIMITED 6/21/1903; summer-only between Cincinnati and Mackinaw City with through cars from Louisville, St. Louis, and Chicago. (NB: #4-5 est. as pair 7/8/1900 [tt. date, may be earlier] but no name shown; prob. named 6/22/02?)

NORTHLAND LIMITED:

Est. 6/21/1903 by renaming NORTHLAND EXPRESS; #4-5; renumbered #5-6 4/30/1911; renumbered #19-20 6/25/1911; summer-only, all-Pullman train, Cincinnati-Mackinaw City; coaches added for 1918 season by USRA; renumbered #519-520 (6/24-6/28/25); renamed THE NORTHLAND (6/5/1923 or 6/28/25-7/1/27).

***NORTHWEST EXPRESS:**

Est. 4/29/1963 by renaming QUEEN LANE EXPRESS; #848; commuter train from Suburban Station to Chestnut Hill; name dropped 10/29/1978.

***OHIO & VIRGINIA EXPRESS:**

Est. 5/15/1904; PCC&StL #24; St. Louis-Pittsburgh via Piqua; renamed ATLANTIC EXPRESS 1/1/1906.

OHIO VALLEY EXPRESS:

Est. 11/19/1899; (NB. thru parlor car est. Pittsburgh-Parkersburg 7/1/1896; to Kenova, 10/12/1896) PRR #209/9-16/216; Pittsburgh-Wheeling-Portsmouth to Ironton and Cincinnati, Ohio via Ohio River Railroad and N&W; last trip 5/14/1904.

***THE OHIOAN:**

Est. 4/28/1935; #108-109; Chicago-Columbus via Bradford; #108 is former ATLANTIC EXPRESS; renumbered #109-110 4/28/1940; renumbered #84-85 4/29/1956; last trip 4/26/1958; #84-85 combined with #94-95 THE KENTUCKIAN 4/27/1958.

***OIL CITY EXPRESS:**

Est. 4/28/1938 from PITTSBURGH/BUFFALO EXPRESS; Pittsburgh-Oil City; #902-903; renumbered #901-904 9/28/1941; last trip 12/30/1950.

OLD POINT EXPRESS/NEW YORK EXPRESS:

Est. (by 5/24/91); #74-79; day train Philadelphia-Cape Charles; (by 5/13/94-2/21/96 is #94 only); discontinued by 11/15/96? may have been seasonal?; is #45 from Wilmington 6/3/99; is #89 from Phila. 5/29/05; is #47 5/27/06, with #48 NEW YORK EXPRESS; name discontinued (9/15/14-1918); name restored as DEL-MAR-VA EXPRESS in 1926.

ORANGE BLOSSOM SPECIAL:

Est. 1/27/1925 replacing ALL-FLORIDA SPECIAL; #103/803-804/104; winter-only, all-Pullman through train New York to St. Petersburg and West Palm Beach via SAL; renumbered #7-8 12/6/1925; extended to Miami 1/8/1927 and Ft. Myers 1/9/1927; beginning 1/2/1927 runs separate West Coast sections south of Washington (see below); #7-8 discontinued for war 4/25/1942; restored as #45-46 to both coasts 12/12/1946; discontinued 4/26/1953.

ORANGE BLOSSOM SPECIAL (WEST COAST):

Est. 1/2/1927; #15-16; winter-only, all-Pullman train Washington-St. Peterburg with through cars off #7-8; extended to Ft. Myers and Naples 1/9/1927; last trip 4/18/1927; restored as #307-308 (1/1/1928?); last trip 4/1928; restored 12/10/1936; #187-188; winter-only, all-Pullman train,

Washington-St. Petersburg with through cars off #7-8; renumbered #307-308 12/18/1940; last trip as through train 4/25/1941; combined with Miami section north of Jacksonville in 1942 season; last trip 4/25/1942.

OVERNIGHT EXPRESS:

Est. (by 5/25/13); #4-33; newspaper train, Philadelphia-Pittsburgh with through cars to PCC&StL; (NB: #33 is PAN-HANDLE EXP. on LW in 1913)

PACIFIC EXPRESS:

Est. (6/1/1865-9/70); by 5/22/1887 was #3; Jersey City-Chicago via Columbus with through cars to Cleveland; (NB identified as EASTERN & SOUTHERN EXPRESS in 2/6/98 Chi. U. Sta. tt.); renumbered #155-3 (7/1912-5/25/13); cut to Philadelphia-Chicago (3/ /14-1/ /15; also runs via Ft. Wayne in 8/1914?; (cut back to Philadelphia 5/28/16? - on 1/6/18 is #3-449); cut to Philadelphia-Pittsburgh 9/26/1926; renumbered #577/623/621 1/10/1929; renumbered #577/623 4/26/1931; last trip 9/1/1934.

THE PALMETTO:

Est. (8/4/1943-8/18/1943) from PALMETTO LIMITED; #77-78 (or is orig. #41-42?); New York-Savannah via ACL with through cars to Wilmington and Augusta; through cars from PRR discontinued 4/26/1959 (southbound only); discontinued Savannah-Florence, S.C. 6/2/1964 (last trip 6/1/1964); DC-Savannah sleeper disc. 2/1964]; last through cars to New York (northbound only) discontinued 4/24/1966; #77 discontinued Washington-Richmond and combined with #1, last trip 12/16/1965; restored 4/24/1966-12/14/1966, 4/30/1967-6/23/1967; #77 discontinued Washington-Richmond 6/23/1967 and not restored 9/5/1967; last trip #77 Richmond-Augusta and #78 Augusta-Washington 12/30/1967 and Augusta car put on CHAMPION; name revived by Amtrak for New York-Savannah train 6/15/76; discontinued (by 1995).

PALMETTO LIMITED:

Est. (12/1/1909 or 11/1/1910); #83-86; all-first class through train New York-Tampa via ACL; renumbered #82-83 1/4/1916; New York cars dropped by USRA 1/6/1918; restored after war as Pullman and coach train; east coast cars added for summer only 6/25/1922; cut back to Charleston for summer season 4/12/1931; cut to Charleston year-round 11/2/1932; extended to Savannah 6/20/1933; renamed THE PALMETTO (8/4/1943-8/18/1943).

*THE PALMLAND:

Est. 12/12/1941 from NEW YORK-FLORIDA LIMITED; #191/1-2/192 through train New York-Miami/St. Petersburg via SAL; renumbered #9/1-2/10 12/12/1946; renumbered #9/11-12/10 10/27/1963 (G); west coast section discontinued eff. 12/16/1965; discontinued Miami- Columbia, S.C., eff. 5/31/1968; last trip of through sleeper 4/25/1970; discontinued New York-Washington-Columbia 4/30/71.

*PANAMA-PACIFIC EXPRESS:

Est. 5/25/1913; #1021; New York-Columbus-Chicago; 1st and 2nd sections from New York and Philadelphia combined at Pittsburgh; renumbered #33, New York-Chicago via Columbus 11/30/1913; renamed PAN-HANDLE EXPRESS 11/7/1915.

*PAN-AMERICAN EXPRESS:

Est. 5/5/1901 for world's fair traffic; #20/509; St. Louis/Nashville-Columbus-Akron-Buffalo; runs over Erie Railroad east of Akron; combined with regular PRR trains west of Columbus; last trip

10/26/1901; see also NASHVILLE EXPRESS.

***PAN-HANDLE EXPRESS:**

Est. 11/7/1915 from PANAMA-PACIFIC EXPRESS; #33; New York-Chicago via Columbus; combined with THE KEYSTONE EXPRESS east of Pittsburgh as #21 4/24/1927; combined with THE KEYSTONE EXPRESS east of Pittsburgh as #33 4/26/1931; discontinued New York-Columbus and combined with #217 Logansport-Chicago 4/24/1932; renamed THE FORT HAYES 4/28/1935.

PAN-HANDLE LIMITED:

Est. 11/24/1912; #36-47; New York-Chicago via Columbus; last trip 2/28/1914. (maybe diff # on LW)

***THE PATRIOT:**

Est. 9/27/1936; #134, Washington-New York; renumbered #156 4/25/1937; on 4/27/1941 becomes #170-171; evening train, Washington-Boston; renumbered #174-175 10/28/1962; continued by Amtrak 5/1/1971; southbound cut back to Boston-New York as #165 11/14/71; last trip #165-176 6/10/1972; restored Boston-Washington as #169-170 4/29/1973-10/27/1973; restored as #171-172 2/15/1976; renumbered #172-173 4/30/1977; renumbered #170-173 10/28/1979; renumbered #170-171 10/26/1980; renumbered #169-170 4/26/1981; name still used by Amtrak in 1981.

THE PEACH QUEEN:

Est. 8/31/1947 by naming SouRy #29-30; New York-Atlanta with through cars to New Orleans; last trip Atlanta-Birmingham 7/5/1958; #30 discontinued Atlanta-Kings Mountain, N.C. 11/5/1964; last trip #30 Kings Mountain-Danville 12/5/1964; last trip #30 Danville-Washington 12/26/1964; Atlanta-New Orleans connection discontinued (4/24/66? - Guide has by 2/66); #29 combined with THE PELICAN north of Monroe, Va. 1/15/1968; #29 discontinued 2/1/1970 and replaced by THE PIEDMONT, Washington-Atlanta.

***THE PELICAN:**

Est. 12/15/1946; #41-42; by renaming THE WASHINGTON-CHATTANOOGA-NEW ORLEANS; through train New York-New Orleans via PRR-SouRy-N&W-SouRy, via Bristol and Chattanooga; #41 combined with THE PEACH QUEEN and #42 with THE CRESCENT north of Monroe, Va, 1/15/1968; discontinued south of York, Ala. 6/14/1968; through cars north of Washington discontinued 3/31/1969; last trip Bristol-Chattanooga 4/14/1969; discontinued York-Chattanooga 6/12/1969; name dropped 9/28/1969; replaced 2/1/1970 by #11/41-42/12, Washington-Bristol, combined with THE PIEDMONT north of Monroe, Va.; last sleeper dropped 2/16/1970; last trip Lynchburg-Bristol 8/2/1970.

PENINSULA EXPRESS:

Est. (by 2/25/89); #181-182; Baltimore-Newark with through cars to Porter connecting for Delaware Division and Cape Charles; renumbered #261-262 (5/24/91-5/13/94); not shown as a through train on Del. Division tt. of 8/14/96. (disc. 2/21/96-8/14/96); still shown as #261-262 in 6/27/14 but no name.

***PENN CENTER EXPRESS:**

Est. 10/29/1962; #855; commuter train from Chestnut Hill to Suburban Station; renumbered #853 4/27/1964; name dropped 10/29/1978.

***THE PENN TEXAS:**

Est. 12/12/1948 by renaming the PRR portion of the TEXAS EAGLE; #3-4; superseded THE AMERICAN as second-ranked train on St. Louis run; carries through cars to Southwest via St. Louis gateway to Missouri Pacific and Missouri-Kansas-Texas; MKT cars dropped 1/5/1959; MP cars dropped 6/30/61; #3 discontinued eff. 6/30/1970; #4 renamed "SPIRIT OF ST. LOUIS" 10/1/1970.

***PENNSY AEROTRAIN:**

Est. 2/26/1956; #16-17; experimental run of lightweight, low-center-of-gravity General Motors Aerotrain; New York-Pittsburgh; cut to Philadelphia-Pittsburgh 6/24/1956; last trip 6/29/1957; replaced by mail and coach trains with bar-lounge-obs. #16-17; #16 assigned to THE DUQUESNE 10/25/1959; #17 discontinued 3/3/1968.

PENNSYLVANIA & SHORE LINE DAY EXPRESS:

Est. 5/11/1890; #98-99; Boston-Philadelphia via Shore Line and ferry *Maryland*; extended to Washington and renamed COLONIAL EXPRESS 1/18/1892. (C.E. Fisher has ext. to DC 10/13/90; disc. 1/4/91; revived as COLONIAL EXP 1/18/92)

PENNSYLVANIA LIMITED:

Est. 5/1887 by renaming NEW YORK AND CHICAGO LIMITED on Lines West; (NB Guide 6/93 shows still NY&CHI on LW!! 1/10/92 tt. as PaLtd on LW - not shown as PA LTD on Chi Un Sta.til [2/6/98-8/15/09]; designation changed on Lines East 7/30/1891; #2-5; all-first class, extra-fare train; first all-vestibuled train on Chicago run; running via Broad Street Station discontinued 9/29/1929; extra-fare, all-first class status dropped 4/24/1932; #2 combined with THE ST. LOUISIAN east of Pittsburgh 1/19/1947; #2 restored east of Pittsburgh 9/28/1947; #5 renumbered #1 9/25/1949; renumbered #54-55 and downgraded to New York-Chicago local 4/29/1956; #54 combined with THE ST. LOUISIAN east of Pittsburgh 2/22/1959; #55 changed to operate via 30th Street 9/14/64; #54 restored Pittsburgh-New York 10/31/1965; last trip #54-55 4/30/1971.

THE PENNSYLVANIA LIMITED (CINCINNATI SECTION):

Est. (9/24/1933-8/25/1940); #202, Cincinnati-Pittsburgh; disc. by 7/30/1944.

***THE PENNSYLVANIA LIMITED (DETROIT SECTION):**

Est. 4/24/1932 from DETROIT EXPRESS; #105; Pittsburgh-Cleveland; renamed Detroit section of THE FORT DEARBORN 9/25/1932; restored 4/24/1938-9/28/1940, 4/27/1941-9/27/1941, 4/29/1945-4/27/1946, and 4/27/1947-9/27/1947; at other times runs as the Detroit Section of THE ST. LOUISIAN.

***THE PENNSYLVANIA LIMITED (PITTSBURGH SECTION):**

Est. 11/14/1943; #47; New York-Pittsburgh; discontinued 4/24/1947 and becomes Harrisburg-Pittsburgh section of THE ST. LOUISIAN.

THE PENNSYLVANIA LIMITED (ST. LOUIS SECTION):

Est. 9/24/1933; #102; St. Louis-Pittsburgh; last trip 12/5/1942. (press release says GOTHAM LIMITED becomes PENNSYLVANIA LIMITED 4/28/1940??)

***PENNSYLVANIA SPECIAL:**

Est. 6/15/1902; #28-29; New York-Chicago on a 20-hour schedule (vs. 24-hours for PENNSYLVANIA LIMITED); withdrawn 2/1/1903 a/c freight congestion in Pittsburgh area;

restored 6/11/1905 on 18-hour schedule; Washington cars added 11/27/1910; renamed BROADWAY LIMITED 11/24/1912.

***THE PENNSYLVANIA-WILKES BARRE EXPRESS/WILKES BARRE-PENNSYLVANIA EXPRESS:**

Est. 1/10/1932 from PRR portion of LEHIGH-PENNSYLVANIA EXPRESS; #510-511 Wilkes Barre-Sunbury-Lock Haven-Altoona; name dropped (1935-4/26/1936) and through cars switched to joint service with DL&W between Northumberland and Scranton; through sleeping car service discontinued, last trip 5/28/1949.

***THE PENNSYLVANIAN:**

Est. 9/28/1941 by renaming THE GOLDEN ARROW eastbound, #78 Chicago-New York; #79 also renamed THE PENNSYLVANIAN 9/29/1946; last trip #78 9/27/1947; last trip #79 9/24/1949 and schedule given to THE GOTHAM LIMITED.

***THE PENNSYLVANIAN:**

Est. by Amtrak 4/27/1980; #46-47: Philadelphia-Pittsburgh; extended to New York 10/30/1983; extended to Chicago via Cleveland and Toledo and discontinued between New York and Philadelphia 11/7/1998; discontinued between Pittsburgh and Chicago 2/10/2003; last trip New York-Pittsburgh 10/31/2004; restored as New York-Pittsburgh #42-43 replacing THE THREE RIVERS 3/6/2005; still in service 1996.

PHILADELPHIA & BALTIMORE EXPRESS:

Est. (by 12/00); #32; Lock Haven-Philadelphia/Baltimore; discontinued (by 8/3/1902?)

PHILADELPHIA & BOSTON EXPRESS:

Est. (8/ /76-6/25/77); Philadelphia-Boston day train via steamer *Maryland*; discontinued (6/25/77-5/31/80); southbound cars carried on RICHMOND EXPRESS.

PHILADELPHIA & WASHINGTON EXPRESS:

Est. (by 12/00); #12; Kane-Philadelphia; (ok 8/3/02)

PHILADELPHIA, CINCINNATI & CHICAGO EXPRESS:

Est. (by 1/1/19); #19; renamed CLEVELAND, CINCINNATI & CHICAGO EXPRESS (1/1/19-6/17/23) PROBABLY ONLY NY DIV. DESIGNATION

PHILADELPHIA EXPRESS:

Est. (? - by 8/88); #10; Chicago-Jersey City via Columbus (or Pitts-NY with conn. fm LW #10?); #10 renamed EASTERN EXPRESS and PHILA. EXPRESS given #4 by renaming FAST LINE Pittsburgh-Philadelphia 5/29/1904; renumbered #4-36 (2/ /07-5/ /10); renumbered #4-1036 (7/ /12-5/25/13); renumbered #4/208 5/28/1916; last trip 4/23/1932. NB: #10 is CHI EXP on LW 2/8/03 prob. Chi-Cin

PHILADELPHIA EXPRESS:

Est. (7/21/07-5/30/09); #36, Pittsburgh-Philadelphia; renamed DAY EXPRESS (fall 1915-5/28/16)

PHILADELPHIA EXPRESS:

Est. ca. 5/25/1913; LW #1036; ?-Pittsburgh; last trip 5/27/1916.

PHILADELPHIA EXPRESS:

Est. (11/30/19-11/28/20 - prob. 5/23/20) by renaming WILLIAMSPORT & PHILADELPHIA EXPRESS; #630; Williamsport-Philadelphia; last trip 9/23/1939; see also LOCK HAVEN EXPRESS. (may have been disc. (9/29/29-6/26/32) and then restored?)

PHILADELPHIA NIGHT EXPRESS:

Est. 11/7/1909 by renaming PHILADELPHIA SPECIAL (eastbound only); #42; all-Pullman overnight train, Pittsburgh-Philadelphia with through cars from Cleveland and Akron; (renamed PHILADELPHIA EXPRESS 5/28/1916?; renamed PHILADELPHIA NIGHT EXPRESS by 11/25/1917??) renumbered #36 9/29/1929; renamed THE SEA GULL 4/24/1932 for summer season; renamed PHILADELPHIA NIGHT EXPRESS 9/25/1932; #36 combined with THE PITTSBURGHIER east of Harrisburg for slack summer seasons, 6/25/1955-9/5/1955 and 7/1/1956-9/7/56; discontinued 10/28/1956 and cars carried on THE RED ARROW, which is cut to terminate at Philadelphia; PHILADELPHIA NIGHT EXPRESS name dropped 4/28/1957; cars placed on #60/38 THE PITTSBURGHIER/CLEVELANDER 6/30/1957; on THE RED ARROW 10/27/1957; on THE PITTSBURGHIER/RED ARROW 12/13/1957; PHILADELPHIA NIGHT EXPRESS restored as #602, Harrisburg-Philadelphia, taking cars from THE PITTSBURGHIER at Harrisburg 2/16/1958; #36 discontinued Harrisburg-Philadelphia 2/14/1960; #602 discontinued and combined with THE PITTSBURGHIER, which now operates via 30th Street 10/30/1960; (#602 converted to MU local 10/30/60! - named doubled with THE PITTSBURGHIER until the timetable of 4/30/1961); #602 restored as unnamed local 4/30/1961; renamed CHESTER COUNTIIAN 12/5/1965; see also PITTSBURGH NIGHT EXPRESS.

PHILADELPHIA SPECIAL:

Est. 11/29/1903 by renaming 3rd section of PITTSBURGH LIMITED (eastbound only); 3rd #16; all-Pullman Pittsburgh-Philadelphia overnight train with through cars from West; renumbered #40 2/18/1906; renumbered #42 switching numbers with the CINCINNATI & NEW YORK EXPRESS (7/21/07-10/15/08); renamed PHILADELPHIA NIGHT EXPRESS 11/7/1909. (or 2nd section?)

PHILADELPHIAN:

Est. (5/25/19-9/25/21-9/24/1922?); #5900; Pottsville-Philadelphia; last trip 9/27/1930.

*PHILADELPHIAN:

Est. 12/6/1965; #610; evening commuter train, Harrisburg-Philadelphia; name dropped from Harrisburg timetable eff. 4/28/1968; dropped from Paoli timetable 4/28/1972.

THE PIEDMONT:

Est. 2/1/1970 (or 12/15/69??) from THE CRESCENT (northbound) and THE PEACH QUEEN (southbound); #5-6; Washington-Atlanta via SouRy with sleeper to Asheville; last trip of through sleeper New York-Greenville 2/21/1971; rescheduled as a day train with piggyback cars picked up and set out at Alexandria eff. 2/23/1971; loses New York connection 5/1/1971; cut back to Washington-Charlotte 6/1/1975; last trip 11/27/1976.

PIEDMONT LIMITED:

Est. 4/29/1923 by extending ATLANTA SPECIAL to New Orleans via L&N; #33-34; through train between New York and New Orleans via Atlanta and Montgomery; renamed PIEDMONT (7/ /1935-8/25/1935) to 12/9/1937 when loses all-Pullman status; PIEDMONT LIMITED name restored 12/9/1937; #33 discontinued Kings Mountain, N.C.-Atlanta 11/5/1964; last trip #33 Danville-Kings Mountain 12/5/1964 and #35 runs as PIEDMONT LIMITED between Danville

and Salisbury; last trip of #33 Washington-Danville 12/26/1964; #35 renamed PIEDMONT LIMITED on schedule of old #33 Washington-Salisbury eff. 12/27/1964; last trip #34 Atlanta-Salisbury 4/23/1966; last trip of A&WP/L&N section between Atlanta and New Orleans 10/17/1966; last trip of #34-#35 Washington-Salisbury 9/26/1967; last through car is New York-Greensboro sleeper. (A-sheet has LT #34-35 s/o Salisbury 4/30/66)

***THE PILGRIM:**

Est. 7/7/1929; #43; New York-St. Louis extra-fare train with through cars from Boston on #177; replaced by THE ST. LOUISIAN 4/27/1930.

***THE PILGRIM:**

Est. 9/26/1937 replacing HELL GATE EXPRESS and IRON CITY EXPRESS east of New York; #182/10-183; morning train, Philadelphia-Boston; eastbound connects with NH #10, THE BAY STATE at New Haven; renumbered #182-183 and extended to Boston eastbound 6/2/1940; #182 renamed THE BAY STATE 9/29/1940; renumbered #183-188 9/28/1941; THE PILGRIM discontinued both ways and #188 given to THE WILLIAM PENN 6/26/1949; revived 7/26/1959 as #179 from an unnamed local; Boston-New York night train; last trip 2/1/1969; name used by Amtrak for #180, Philadelphia-Boston 10/28/73-2/14/76 and NY-Boston 2/15/76-4/29/78.

PITTSBURGH & CHICAGO EXPRESS:

Est. (6/17/23-4/27/24) by renaming PITTSBURGH EXPRESS; #15-115; Philadelphia-Pittsburgh-Chicago; renamed CHICAGO EXPRESS #15 4/28/1929.

PITTSBURGH & NORTHERN EXPRESS:

Est. (2/ /07-6/19/09 - on 6/ /09 tt; named 11/27/10); #39; Philadelphia/Washington-Pittsburgh with cars to ?; last trip Harrisburg-Pittsburgh 2/28/1914.

PITTSBURGH DAY EXPRESS:

Est. 5/27/1906; #43; 9-hour all-first class New York-Pittsburgh train with through cars to PCC&StL?; eastbound counterpart of NEW YORK DAY EXPRESS; last trip 2/28/1914.

PITTSBURGH DAY EXPRESS:

Est. (by 12/00); #2; Buffalo-Pittsburgh; renumbered #64 (by 11/27/1910); renumbered #62 (by 11/29/14); by fall 1915 is #60, no name; renumbered #904 1/3/1916; by 5/25/19 is #900; renumbered #903 (9/24/22-4/24/27) - no name; discontinued Buffalo-Oil City 4/29/1934 (or 4/24/1938 to OIL CITY EXPRESS??); see also BUFFALO DAY EXPRESS. (name not shown after about 1915?)

***PITTSBURGH DAY EXPRESS:**

Est. 6/1/1929 by renaming Detroit Section of METROPOLITAN EXPRESS; #116; Detroit-Pittsburgh; renumbered #152 9/25/1932; renumbered #452, Detroit-Mansfield, 4/30/1933; renamed Detroit Section of THE NEW YORKER 4/28/1935.

***PITTSBURGH DAY EXPRESS:**

Est. 4/23/1932 by renaming THE METROPOLITAN; #25; New York-Pittsburgh; renamed THE METROPOLITAN 9/25/1932.

PITTSBURGH EXPRESS:

Est. 5/18/1896: #15; Philadelphia-Pittsburgh with through cars to Chicago, Cincinnati, etc.; (by 2/6/98) runs through to Chicago via Ft. Wayne; (not shown in 8/15/09 Chicago U. Sta. tt. - ok LE 7/21/07, 5/30/09); by (5/25/13) called CHICAGO EXPRESS west of Pittsburgh; by 4/1/18 is #15 PITTSBURGH EXP. Phila-Pitts; by 8/15/21 is #15/115 PITTSBURGH EXP; renamed PITTSBURGH & CHICAGO EXPRESS (6/17/23-4/27/24). still #15/115 in 9/27/25?? NB #15 is CHICAGO SPECIAL west of Pittsburgh in 11/1904; CHICAGO SPECIAL in 8/15/09 is #19 via Columbus! #19 in Cin. train)

PITTSBURGH EXPRESS:

Est. (11/25/06-7/21/07); #47; see also ST. LOUIS EXPRESS

PITTSBURGH EXPRESS:

Est. (by 8/1914); PFW&C #24; Chicago-Pittsburgh connecting with DAY EXPRESS;

***PITTSBURGH EXPRESS:**

Est. 9/28/1941 from Chicago-Pittsburgh portion of THE JUNIATA; #44; name dropped 4/26/1942.

PITTSBURGH EXPRESS:

Est. (by 8/1914) by renaming PITTSBURGH SPECIAL; PCC&StL #44; St. Louis-Pittsburgh, connecting with DAY EXPRESS; ok 6/27/15

PITTSBURGH EXPRESS:

Est. (by 5/25/13): PFW&C #42; Chicago-Pittsburgh connection with PHILADELPHIA NIGHT EXPRESS; by 8/1914 is AKRON & CLEVELAND EXPRESS on LW and #24 PITTSBURGH EXPRESS on LE

PITTSBURGH EXPRESS:

Est. 3/28/1920; #177; Boston-Philadelphia with through cars to Pittsburgh via #15 (or 19?); name used on main line tt.; renamed IRON CITY EXPRESS 9/28/1924; replaced 9/29/1929 by #183/19 THE ST. LOUISIAN. (do entry for IC EXP!)

PITTSBURGH LIMITED:

Est. eastbound, 11/20/1898 (11/27/98 LW tt & Pitts paper); #16; Pittsburgh-New York running non-stop Jersey City to East Liberty via Trenton Cutoff; stops at Harrisburg only to cut off Washington cars; 2nd #16, second, all-first class section added 5/24/1903; Washington cars switched to 2nd #16 2/7/1904; 3rd #16, third section added (by 11/29/03 - LW tt has 5/15/1904), Pittsburgh-Baltimore-Washington and Philadelphia, stopping at Harrisburg; first and second sections renamed NEW YORK SPECIAL 11/29/1903; third section for Philadelphia, Baltimore and Washington renamed PHILADELPHIA SPECIAL 11/29/1903.

***PITTSBURGH LIMITED (CLEVELAND SECTION):**

Est. 5/24/1903 by naming #316; Cleveland-Pittsburgh, connecting for New York; renamed NEW YORK SPECIAL 5/15/1904.

***PITTSBURGH NIGHT EXPRESS:**

Est. 5/26/1907; #35; overnight train, Philadelphia-Pittsburgh with through cars to western points and from Washington; withdrawn 6/28/1908; restored 5/30/1909; all-Pullman west of Harrisburg in 5/1916; coaches by 6/17/23; #35 renamed THE SEA GULL 4/24/1932 for summer season;

renamed PITTSBURGH NIGHT EXPRESS 9/25/1932: dropped for slack summer season and combined with THE PITTSBURGHER west of Harrisburg 6/26/1955-9/5/1955 and 7/1/56-9/7/56; #35 discontinued 4/27/1958 and replaced by #635 Philadelphia-Harrisburg with cars forwarded on PENNSYLVANIA LIMITED to Pittsburgh; #635 reduced to single coach, sleepers placed on THE PITTSBURGHER and PITTSBURGH NIGHT EXPRESS name dropped 4/30/1961; retained as "ghost train" a/c failure to obtain PUC consent to discontinuance; sleeper restored 7/1/1961; last trip #635 Philadelphia-Harrisburg 1/8/1964; see PHILADELPHIA NIGHT EXPRESS.

PITTSBURGH NIGHT EXPRESS:

Est. (by 5/25/13); #64; Altoona (?) -Pittsburgh via Conemaugh Division (connecting from #35?).

PITTSBURGH NIGHT EXPRESS:

Est. (by 12/00); #4; Buffalo-Pittsburgh; renumbered #62 by 11/27/10; renumbered #64 (by 11/29/14); renumbered #900 1/3/1916; renumbered #904 (by 5/25/19); same 9/24/22; renumbered #912 by 4/24/27; renumbered #914 9/28/1941; last trip 4/26/1947 and discontinued north of Oil City; see also BUFFALO NIGHT EXPRESS.

PITTSBURGH NIGHT EXPRESS:

Est. (6/16/1918-5/25/1919) by renaming AKRON EXPRESS; #142; Chicago-Pittsburgh via Youngstown; renamed YOUNGSTOWN-NEW CASTLE EXPRESS 11/30/1919.

PITTSBURGH SPECIAL:

Est. 11/25/1900; #24; Chicago-Pittsburgh connecting with DAY EXPRESS; discontinued by (8/15/09-5/1916).

PITTSBURGH SPECIAL:

Est. 5/24/1903 by naming #310; Cleveland-Pittsburgh;

***PITTSBURGH SPECIAL:**

Est. westbound only 11/29/1903; #29; fast night train, New York-Pittsburgh; renumbered #37 6/11/1905 when PENNSYLVANIA SPECIAL restored; renamed IRON CITY EXPRESS 11/7/1909; see NEW YORK SPECIAL.

***PITTSBURGH SPECIAL:**

Est. 11/29/1903; #404; Toledo-Pittsburgh; last trip 5/14/1904; see also TOLEDO SPECIAL.

PITTSBURGH SPECIAL:

See WORLDS FAIR SPECIAL

PITTSBURGH SPECIAL:

Est. 5/15/1904; PCC&StL #28; St. Louis-Pittsburgh-New York via Dayton; renumbered #44 (by 1/15/08); renamed PITTSBURGH EXPRESS (by 8/1914); renamed THE JUNIATA 7/1/1927; renamed PITTSBURGH SPECIAL?? 4/29/1928?; last trip 1/1/1929?; see also NEW YORK SPECIAL.

***PITTSBURGH-WILKES-BARRE EXPRESS/WILKES-BARRE-PITTSBURGH EXPRESS:**

Est. 1/10/1932 from LEHIGH-PENNSYLVANIA EXPRESS; #510-511; through train Sunbury-Altoona with through coaches and parlor car between Wilkes-Barre and Pittsburgh; name dropped 8/19/1934.

***THE PITTSBURGHER:**

Est. 5/28/1916; #61; Philadelphia-Pittsburgh day local with through cars to west; cut to ALTOONA EXPRESS, Philadelphia-Altoona local 7/1/1917.

THE PITTSBURGHER:

Est. 1/14/1924; #60-61; overnight all-Pullman, extra-fare train between New York and Pittsburgh; originally ran non-stop between East Liberty and Manhattan Transfer; extra fare dropped 4/24/1932; discontinued as war measure 7/15/1945; restored as a day train 7/26/1945; restored as all-room overnight train 2/15/1946; between 1939 and 1964 frequently carried coaches between New York and Harrisburg for theatergoers and commuters and for New York World's Fairs of 1939-40 and 1964; these coaches were not advertised in long-distance timetables [Keystone - not true - shown 4/26/1953-9/27/1953]; carries coaches of PHILADELPHIA/PITTSBURGH NIGHT EXPRESS 4/26/1953-9/27/1953, 6/26/1955-9/5/1955 and 7/1/1956-9/8/1956 in summer slack season; not operated 6/30/1952-8/31/1952; coaches added to #60 east of Harrisburg 4/27/1958-4/23/1960 (may be summer only - check Guides for fall 1959, 1960); reserved seat coach added to #60 4/26/1964-9/13/1964 for New York World's Fair; #60 changed to run via 30th Street, 10/30/60 and #61 4/30/61; last trip 9/13/1964; cars put on PENNSYLVANIA LIMITED westbound and MANHATTAN LIMITED eastbound.

POCONO LIMITED:

Est. (by 6/30/15); #550-551; all-Pullman, summer-weekend-only train, Philadelphia-East Stroudsburg with through cars to Tobyhanna via DL&W; renumbered #357-364 (6/30/15-1/1/19); no name shown 1917; restored 6/20/1920 (?); last trip 8/31/1935.

POCONO MOUNTAIN EXPRESS:

Est. (by 6/30/15); #560; summer-only; Philadelphia-Tobyhanna (?); disp?

THE POTOMAC:

Est. 12/15/1929 by renaming THE DUQUESNE EXPRESS/ WASHINGTON EXPRESS; #50-51; Washington-Pittsburgh with cars for western points; last trip 6/30/1931 (or 7/18/31; restored as THE STATESMAN 9/27/1931.

***THE POTOMAC:**

Est. 9/24/1933; #123-124, New York-Washington; renumbered #123-128 4/29/1934; renumbered #123-124 9/29/1935; operates as #123-124 in winter and #123-128 in summer 1935/36-1941; renumbered #120-123 9/28/1941; renumbered #129-150 9/28/1947; #150 discontinued 6/29/1957; northbound restored and southbound renumbered #120-105 2/26/1958; renumbered #120-157 10/26/1958; renumbered #120-105 4/26/1959; renumbered #120-151 10/25/1959; renumbered #120-105 4/24/1960; renumbered #120-151 10/30/1960; last trip #151 4/29/1961; last trip #120 10/27/1962.

***THE PRESIDENT:**

Est. 9/27/1931; #115-126; as de luxe morning train each way, New York-Washington; renumbered #115-124 9/28/1941; on 3/17/1952 #124 northbound becomes the MORNING CONGRESSIONAL and #120 becomes THE PRESIDENT; #120 becomes THE MORNING CONGRESSIONAL 6/24/1956 and THE PRESIDENT is renumbered #111-160 with CONGRESSIONAL cars; last trip #160 10/25/1969 and southbound renumbered #133 10/26/1969; #133 discontinued by Amtrak last trip 11/13/1971.

***THE PROGRESS LIMITED:**

Est. 4/30/1933 by renaming MERCANTILE EXPRESS, #135, Pittsburgh-Chicago connecting from ST. LOUISIAN and PITTSBURGH NIGHT EXPRESS; renamed THE MID-WESTERNER 12/11/1935.

THE QUAKER:

Est. 3/28/1920; #179; Boston-Philadelphia; renumbered #187 9/28/1941; established as THE QUAKER both ways, #186-187, 4/28/1946, with #186 replacing THE NEW ENGLANDER; #186 discontinued Philadelphia-New York with through sleepers forwarded from THE POTOMAC 4/26/1953; #187 discontinued Nw York-Philadelphia eff. 4/28/1957 with thru cars forwarded on a Clocker; #186 restored Philadelphia-New York 6/30/1957; #187 discontinued Boston-New York eff. 1/2/1958; #186 discontinued Philadelphia-New York 2/16/1958; #187 restored as (?) THE NEW YORKER and #186 renamed THE BOSTONIAN 4/26/1959; name used by Amtrak for #181 Boston-Philadelphia 10/28/73-5/18/74.

QUAKER CITY EXPRESS:

Est. 11/25/1906; #46; Pittsburgh-Philadelphia with through cars to Boston via NEW ENGLAND EXPRESS; extended Philadelphia-New York via NY-Pittsburgh Subway 4/28/29 and renamed THE NEW ENGLANDER. (renumbered #46/178 5/23/20??)

***QUEEN LANE EXPRESS:**

Est. 10/29/1962; #848; commuter train from Suburban Station to Chestnut Hill; renamed NORTHWEST EXPRESS 4/28/1963.

***THE RAINBOW:**

Est. 4/28/1929; #10; Chicago-New York; renumbered #42 9/29/1929; #43 est. 4/27/1930 by renaming THE RED KNIGHT; #43 is all-Pullman east of Pittsburgh; all-Pullman status dropped 4/24/1932; #43 combined with THE PITTSBURGHER east of Pittsburgh 4/2/1933; #43 combined with THE PITTSBURGHER and FAST MAIL east of Pittsburgh 4/30/1933; #43 combined with THE FAST MAIL east of Pittsburgh 6/25/1933; #43 combined with THE PITTSBURGHER east of Pittsburgh 9/24/1933; #43 combined with the FAST MAIL east of Pittsburgh 4/26/1936; #43 combined with THE GOLDEN ARROW east of Pittsburgh 4/24/1938; #42 reduced to nameless coach-only train Chicago-Philadelphia and #43 to Pittsburgh-Chicago 4/26/1942; #42 discontinued 6/26/1949 and schedule assumed by THE ADMIRAL; last trip #43 7/7/1951.

***THE RAINBOW (CINCINNATI SECTION):**

Est. 4/27/1930 by renaming Cincinnati Section of THE RED KNIGHT; #267; Pittsburgh-Cincinnati; renamed CINCINNATI EXPRESS 4/30/1933.

***THE RAINBOW (DETROIT SECTION):**

Est. 4/28/1929; #410; Detroit-Pittsburgh; renumbered #442 9/29/1929; last trip 4/1/1933.

***THE RED ARROW:**

Est. 9/27/1925; #158-159; Detroit-Pittsburgh with through cars to New York, eastbound only; extended to New York as extra-fare, all-first class #68 12/20/1925; #69 westbound est. 9/26/1926; extra fare dropped and coaches added 4/24/1932; #69 combined with THE CINCINNATI LIMITED and #68 with THE LIBERTY LIMITED east of Pittsburgh 4/29/1956; restored Philadelphia-Pittsburgh 10/28/1956 with New York cars on #2 and #49; begins operating

via Bucyrus and Carrothers a/c abandonment of original Toledo line west of Toledo Jct. 4/29/1956; #68-69 combined with THE CINCINNATI LIMITED east of Pittsburgh 2/16/1958; sleepers put on THE GENERAL east of Pittsburgh 2/22/1959; last trip Detroit-Toledo and Crestline-Pittsburgh 7/25/59 and becomes unnamed local Crestline-Toledo; last trip 8/15/1960.

THE RED ARROW (CLEVELAND SECTION):

Est. 4/28/1929; #368; Cleveland-Pittsburgh; last trip 9/29/1934. (press release has LT 9/26/36)

***THE RED ARROW (WASHINGTON SECTION):**

Est. 11/14/1943 from extra sections; #80-81; Washington-Detroit; last trip 1/18/1947.

***THE RED BIRD:**

Est. 4/27/1941; #7-8; through PRR-WAB day train; Chicago-Ft. Wayne-Detroit; last trip #8 1/22/1949; last trip #7 9/24/1949.

***THE RED BIRD:**

Est. 12/12/1952 by renaming CHICAGO/CINCINNATI DAYLIGHT EXPRESS; #215-216; Chicago-Cincinnati via Logansport; renumbered #70-73 4/29/1956; name dropped and #73 discontinued Chicago-Crown Point and Richmond-Cincinnati, last trip 10/24/1959; #73 discontinued Crown Point-Richmond 7/6/1960; #70 retained as unnamed local; renumbered #66 4/28/1968; discontinued 4/30/1971.

***THE RED KNIGHT**

Est. 4/28/29; #67; all-first class night train New York-Chicago with connections to Cleveland and Cincinnati; renamed #43 THE RAINBOW 4/27/1930.

***THE RED KNIGHT (CINCINNATI SECTION):**

Est. 1/1/1930 by renaming CINCINNATI EXPRESS; #267; Pittsburgh-Cincinnati; renamed Cincinnati Section of THE RAINBOW 4/27/1930.

***THE REPRESENTATIVE:**

Est. 9/27/1931; #125-134; as de luxe midday train each way, New York-Washington; operates during summer as #124-134 and during winter as #125-132 9/29/1935-4/28/1940; becomes #125-132 year round 9/28/1941; renumbered #121-132 9/28/1947; renumbered #123-132 4/26/1959 [#121 becomes MIDDAY CONGRESSIONAL]; #123 discontinued 10/28/1962; #132 continued by Amtrak 5/1/71; discontinued last trip 11/13/1971.

RESORT SPECIAL:

Est. 4/29/1923 by naming train est. (6/ /19-11/22/20); #6: Cincinnati and Hot Springs to New York via C&O; renamed WEST VIRGINIAN (1/ /28-10/4/28); train #6 and hot springs resort sleepers assigned to "F.F.V." 4/24/1932; revived 10/28/1962 as extra train twice a week during spring and fall resort season, White Sulphur Springs to New York, eastbound only to carry cars formerly carried on eastbound F.F.V.; operated 4/28/1963-6/23/1963, 9/15/1963-10/27/1963, 4/12/1964-6/14/1964, 9/16/1964-10/24/1964; 4/11/1965-6/16/1965, 9/15/65-10/31/1965, 4/3/1966-6/15/1966, 9/14/1966-10/30/1966, 4/9/67-6/7/1967, 9/10/1967-10/29/1967, 4/7/1968-5/11/1968; operated in both directions twice a week beginning 5/12/1968 after westbound F.F.V. discontinued; operated 5/12/68-6/30/68, 9/7/68-11/10/68; last trip 11/10/1968.

RICHMOND & DANVILLE EXPRESS:

Est. 11/20/1892; #48; Washington-New York with through cars from New Orleans, Augusta and Memphis; discontinued (7/1/94-6/9/95)

RICHMOND & DANVILLE LIMITED:

Est. 11/20/1892; #67; Philadelphia-Washington with through cars to Atlanta, New Orleans, Asheville, and Augusta; combined with NEW YORK & SOUTHERN EXPRESS north of Philadelphia; discontinued (5/13/94-6/9/95) (NB: THIS IS PRR NAME FOR WASH & SOUTHWESTERN LTD.)

RICHMOND & NEW YORK EXPRESS:

Est. (1/18/92-5/21/93); #36; Washington-New York day train with through cars from Richmond; changed to generic WASHINGTON & NEW YORK EXPRESS (5/21/93-6/9/95). (shown as RICHMOND & NEW YORK EXPRESS on 11/30/02 tt)

RICHMOND & NEW YORK EXPRESS:

Est. (1/18/92-5/21/93) from generic WASHINGTON & NEW YORK EXPRESS; #62; Washington-New York with through cars from Richmond and SAL; discontinued (6/3/00-5/26/01); number used for THE FEDERAL EXPRESS.

RICHMOND EXPRESS:

Est. 7/24/1873; New York-Washington with cars to Richmond (? by 1877); Boston-Philadelphia sleeper via steamer *Maryland* added (8/ /76-6/25/77); northbound run added (8/ /76-6/25/77); discontinued (6/25/77-5/31/80); see also NORTHERN EXPRESS, PHILADELPHIA & BOSTON EXPRESS.

RICHMOND NIGHT EXPRESS:

Est. (5/31/80-7/ /84) from NEW YORK NIGHT EXPRESS; #78; Washington-New York with through cars from R&D and ACL; renamed SOUTHERN NIGHT EXPRESS (5/13/94-6/9/95)

RIVER VALLEY EXPRESS:

Est. (5/25/19-5/23/20-9/25/21); #5910-5915; Philadelphia-Pottsville; last trip 9/27/1930.

***THE ROBERT E. LEE:**

Est. 4/28/1935 by renaming ATLANTA-BIRMINGHAM SPECIAL; #5-6 New York-Atlanta-Birmingham via SAL; combined with NEW YORK-FLORIDA LIMITED north of Hamlet 4/28/1940; through cars north of Washington discontinued 4/26/1942; renamed THE COTTON BLOSSOM 5/18/1947.

ROCHESTER & BUFFALO EXPRESS:

Est. (by 1893); #9 Washington-Buffalo;

ROCKLAND EXPRESS/NEW YORK EXPRESS:

Est. 6/19/1925 (or earlier); summer-weekend only train, Grand Central-Rockland, Maine;

***THE SAILOR:**

Est. 3/17/1944; #458; day train, Norfolk-Cape Charles-New York; last trip 12/13/1946.

THE ST. LOUIS & CHICAGO EXPRESS:

Est. 9/26/1920 by naming #143; Pittsburgh-Columbus-St. Louis; disc. (by / /25)

THE ST. LOUIS & CINCINNATI EXPRESS:

Est. 6/7/1891 by renaming ST. LOUIS, CHICAGO & CINCINNATI EXPRESS; #21; to St. Louis, Cincinnati; Chicago via Columbus; renamed ST. LOUIS, CINCINNATI & CHICAGO EXPRESS 5/30/1893; renamed CHICAGO & ST. LOUIS EXPRESS 11/19/1893.

ST. LOUIS & PITTSBURGH SPECIAL:

Est. (by 6/14/08); #44; St. Louis-Pittsburgh; Lines West name; shown on Columbus Depot emp. tt.; SEE PITTSBURGH EXPRESS, PITTSBURGH SPECIAL.

*ST. LOUIS, CHICAGO & CINCINNATI EXPRESS:

Est. 11/10/1889; #21; Jersey City to St. Louis, Cincinnati & Chicago via Columbus; renamed ST. LOUIS & CINCINNATI EXPRESS 6/7/1891.

*ST. LOUIS EXPRESS:

Est. 5/27/1900 by renaming SOUTHWESTERN EXPRESS; #7; New York-St. Louis (see also NEW YORK EXPRESS #6); renamed THE MERCANTILE EXPRESS 5/25/1913.

ST. LOUIS EXPRESS:

Est. 11/24/1912; PCC&StL 1st #21; Pittsburgh-St. Louis via Dayton, connecting with the ST. LOUIS EXPRESS east of Pittsburgh; disc. ??

ST. LOUIS EXPRESS:

Est. 3/22/1914 from ST. LOUIS & CHICAGO EXPRESS; PCC&StL #13; Pittsburgh-St. Louis via Dayton; ok 6/27/15; by 9/24/33 is "EXPRESS"; no name by 1/30/38; on Lines East #13 is SOUTHWESTERN MAIL in 1920.

ST. LOUIS EXPRESS:

Est. (1/6/18-6/22/19); #47; Washington-Pittsburgh with through cars to the ST. LOUISIAN; last trip 5/22/1920?

*ST. LOUIS LIMITED/NEW YORK LIMITED:

Est. 5/24/1903: #26-27; all-first class, extra-fare train, New York to St. Louis; also #126, Cincinnati-Columbus section; renamed THE COMMERCIAL EXPRESS 5/25/1913. (LW tt has drop 5/11)

ST. LOUIS MAIL:

Est. (by 5/25/13); #11; New York-St. Louis; (after 1/1/19?) later called FAST MAIL. (appears to be employee tt. designation of FAST MAIL)

ST. LOUIS SPECIAL:

Est. 11/27/1904 from WORLDS FAIR SPECIAL; #29; Pittsburgh-St. Louis via Dayton; (by 6/14/08); #13; New York-St. Louis via Dayton; Lines West name shown on Columbus Union Depot emp. tt.; is FAST MAIL on Lines East; ok 3/1/09; see also PITTSBURGH SPECIAL.

*THE ST. LOUISIAN/NEW YORKER:

Est. 11/30/1913 by renaming THE 24 HOUR ST. LOUIS/NEW YORKER; #30-31; extra-fare, all-first class train New York-St. Louis; renamed THE "SPIRIT OF ST. LOUIS" 6/15/1927.

***THE ST. LOUISIAN:**

Est. 4/27/1930 by renaming PILGRIM; #19; New York-St. Louis; coaches added west of Pittsburgh 4/24/1932; renumbered #17 6/21/1936; rerouted via Dayton 4/25/1937; renumbered #33 and est. eastbound as #32, becoming Blue Ribbon Train 4/30/1939; last trip #32 4/26/1941; #32 restored 1/10/1943; #33 renamed THE JUNIATA 4/26/1959; #32 combined with PENNSYLVANIA LIMITED as #32 east of Pittsburgh 2/22/1959; combined PENNSYLVANIA LIMITED/ST. LOUISIAN east of Pittsburgh renumbered from #32 to #54 10/31/1965; name dropped from #32 (St. Louis-Pittsburgh) 1/29/1967 when through coaches discontinued; last trip #32 4/30/1971.

ST. LOUISIAN (BOSTON SECTION):

Est. 9/29/1929 from PITTSBURGH EXPRESS/IRON CITY EXPRESS (BOSTON SECTION); #183/19; renamed IRON CITY EXPRESS (BOSTON SECTION) 9/25/1932; #183/37; renamed PILGRIM 9/26/1937; shown on New Haven timetables as PITTSBURGH EXPRESS. (put under IC EXP, PITTS EXP)

***ST. LOUISIAN (DETROIT SECTION):**

Est. 9/24/1940 from the Detroit Section of THE PENNSYLVANIA LIMITED; #105; Pittsburgh-Detroit; runs 9/24/1940-4/26/1941, 9/28/1941-4/28/1945, 4/28/1946-4/26/1947, and 9/28/1947-2/28/1948; at other times runs as Detroit section of THE PENNSYLVANIA LIMITED; renamed DETROIT EXPRESS 2/29/1948.

***ST. LOUISIAN (HARRISBURG-PITTSBURGH SECTION):**

Est. 4/27/1947 from Pittsburgh Section of THE PENNSYLVANIA LIMITED; #47; Harrisburg-Pittsburgh; last trip 6/25/1949.

***ST. LOUISIAN (WASHINGTON-PITTSBURGH SECTION):**

Est. 11/14/1943 from extra sections; #53; Washington-Pittsburgh; discontinued west of Harrisburg, last trip 1/18/1947; renumbered #533, Washington-Harrisburg, 4/27/1947; renumbered #47 4/25/1948; renumbered #523 6/26/1949; named dropped 10/28/1956.

SANDUSKY FAST LINE:

Est. 7/4/1909; #460-463; summer-only, Sunday-only train, Columbus-Sandusky; discontinued (by 10/3/09 prob. 9/12/09); also shown 6/11/1911-9/10/11. (NOTE #462-465 in 1910 with no name)

***SANDUSKY SPECIAL:**

Est. 5/24/1903; - summer-only parlor cars est. on 442-445 weekdays and 460-463 Sun. 5/24/1903 - runs thru end of Sept. - no name shown); #460-463; summer-only, Sunday-only train, Columbus-Sandusky; discontinued 9/13/1908; revived as SANDUSKY FAST LINE 7/4/1909.

SARATOGA EXPRESS:

Est. 7/2/1893; #__ (lv. 12:41 PM); summer-only train, Philadelphia-New York with through cars, including parlor, to Saratoga via West Shore; last trip 9/5/1896. [this is the named given by PRR to through parlor cars operated between Philadelphia and Saratoga; est. as early as 6/27/1886 but name not shown in timetables]

SCHUYLKILL:

Est. (3/1/20-4/29/1923); #5912; Hazleton-Philadelphia; last trip (4/27/30-4/26/31 - prob. Eff. 9/27/1930; converted to unnamed Pottsville-Philadelphia local; called "Schuylill Express" in

employee timetables.

***SEA BREEZE:**

Est. 4/24/1932, replacing THE MONMOUTH EXPRESS; #803-812; Philadelphia-Long Branch via Trenton; name dropped 3/9/1942, probably when parlor car dropped for war; name used on PRSL train after war.

***SEA CLIPPER:**

Est. 9/26/1937; #1075 (Saturdays-only) and #1078 (Sundays-only); New York-Atlantic City; named dropped when parlor cars discontinued for war 9/27/1942.

***SEA GULL:**

Est. 7/1/1927; #62/1031-1030/63; all-first class through train Pittsburgh-Atlantic City with Pullmans from western points; operated daily through 9/11/1927; restored 4/29/1928 operating daily through 9/30/1928 and weekends through 11/30/1928; restored 3/1/1929 operating weekends through 4/27/1929, then daily through 11/29/1929, weekends through 3/8/1930, then daily through 9/28/1930, when discontinued for winter; restored 5/1/1931, operating weekends through 6/12/1930 and daily through 9/13/1931 and then weekends; last trip as #62-63 9/27/1931; in 1932 season name applied to #35-36 beginning 4/24/1932; last trip 9/24/1932 and #35-36 revert to being PHILADELPHIA/PITTSBURGH NIGHT EXPRESS.

***SEA PLANE:**

Est. 9/26/1937; #1072-1073; through train New York-Atlantic City; named dropped when parlor cars discontinued for war 9/27/1942.

SEA-SHORE EXPRESS:

Est. (by 1893); #14; Williamsport-Philadelphia; (is #30 Hbg-Phila. by 1/7/92, 3/24/97, 5/17/97. 5/27/00 etc.); by 12/00 is #30; Renovo-Philadelphia; wb. is WILLIAMSPORT EXP; renumbered #50 (by 5/25/13?); renumbered #500 1/3/1916; (is Renovo-NY in 1/6/18); (not op. 11/28/20); discontinued (9/25/21-4/29/23)

SEABOARD EXPRESS:

Est. 11/27/1910; #34; Chicago-New York via Columbus; eastbound counterpart of PANHANDLE EXPRESS; (on 3/27/32 operates Chicago-Pittsburgh only); discontinued east of Columbus and combined with #216-Chicago-Logansport 4/24/1932; through cars carried on THE AMERICAN east of Columbus; renamed THE FORT HAYES 4/28/1935.

SEABOARD EXPRESS:

Est. 4/12/1903 as summer counterpart of SEABOARD FLORIDA LIMITED; #31-34; New York-Jacksonville; renumbered #81-84 (11/27/04-12/3/05); renamed FLORIDA-CUBA SPECIAL (4/11-5/5/11)

SEABOARD EXPRESS (ATLANTA SECTION):

Est. 4/12/1903 from ATLANTA SPECIAL; #32-33; Washington-Atlanta via SAL with through cars from New York; combined with #31-34 north of Hamlet during summer; through New York-Birmingham car est. 7/2/1905; name dropped (1/7/06-5/27/06); renamed ATLANTA-BIRMINGHAM SPECIAL (1/8/11-4/9/12).

SEABOARD FAST MAIL:

Est. 12/1/1901 from FLORIDA & ATLANTA FAST MAIL; #27-66; Washington-Jacksonville with through cars from New York; renamed SEABOARD MAIL 4/12/1903; renumbered #43-66 (4/12/03-1/9/05); renamed FLORIDA FAST MAIL (1/7/07-5/15/10); renamed SEABOARD FAST MAIL (5/15/10-1/8/11); renumbered #3-4 with Birmingham Section #11-12 (1/6/13-4/26/14); name discontinued during USRA; by 12/31/22 has cars to both coasts of Florida; last trip 12/3/1930 and discontinued for winters when #3-4 becomes FLORIDA SUNBEAM; restored 3/30/1931; (no Guide to show if op. in 1931-32 season); called SEABOARD FAST MAIL year round beginning (5/18/31-12/17/33); renamed PASSENGER, MAIL & EXPRESS #93/3-4/12/94 3/14/1932; still op. as #93/3/11-12/94 in 9/28/41; when disc.? (Griffin has last section Wash-Hamlet disc. 4/29/1968) NB #11-12 is Hamlet-Birmingham.

SEABOARD FLORIDA LIMITED:

Est. 1/1/1903 by renaming THE FLORIDA & METROPOLITAN LIMITED; #31-34; winter-only, all-first class train, New York-St. Augustine via SAL; renumbered #81-84 1/7/1906; renumbered #98-99 (1/7/07-1/8/11); first west coast section operates winter-only starting 1/8/1911; renumbered #199/9-10/198 (1/6/13-1/3/15); discontinued on PRR for war with last trip 12/16/1917; restored 1/5/1920 (any 1919?); winter-only, all-first class train between New York and both coasts of Florida; extended to West Palm Beach 1/24/1925; in 2/22/25 is #9/809-810/10; for winter seasons from 12/6/1925 to 4/19/1927 is called SEABOARD FLORIDA LIMITED (EAST COAST); last trip either 4/20/29 or 4/ /30 when according to Guide replaced by NEW YORK-FLORIDA LIMITED operating year-round; but A-sheet shows last trip 2/24/1932; not revived in 1932/33.

SEABOARD FLORIDA LIMITED (WEST COAST):

Est. 12/6/1925; #309-310; all-Pullman, winter-only train, New York-St. Petersburg via SAL; last trip 4/ /1926; replaced by FLORIDA WEST COAST LIMITED for 1927 season. (NB: first west coast section op. 1/8/11-4/ /11)

SEABOARD FLORIDA WEST COAST LIMITED:

Est. 12/3/1923; #137/301-302/198; winter-only train to Tampa/St. Petersburg with Boston cars, via SAL; last trip 4/1924 or 4/1925??

SEABOARD MAIL:

Est. (4/12/03-11/25/1904) from SEABOARD FAST MAIL; #43-66; Washington-Jacksonville with through cars from New York via SAL; renamed FLORIDA FAST MAIL (1/7/07-5/5/10); renamed SEABOARD FAST MAIL (5/5/10-1/8/11).

*SEASHORE LIMITED:

Est. 5/24/1903; #22; all-first class, extra-fare train New York-Chicago via Ft. Wayne; renamed MANHATTAN LIMITED 11/29/1903; see also CHICAGO LIMITED.

SECOND IRON CITY EXPRESS:

Est. (by 5/23/1920?); #637; Philadelphia-Harrisburg

THE SENATOR:

Est. 7/14/1929; #193-194;; renumbered #176-177 9/29/1929; all-Pullman, extra-fare train, Boston-Washington; coaches added and extra fare dropped 9/27/1931; new lightweight equipment 3/17/1952; discontinued Boston-New York 1/2/1958 and New York-Washington 2/16/1958 and PRR equipment placed on THE PATRIOT; revived 10/28/1962 with New Haven

equipment as #172-173; continued by Amtrak; renumbered #175-178 11/14/1971; renumbered #176-177 4/30/72 (?); renumbered #177-178 6/11/1972 (?); renumbered #176-177 10/28/1973; renumbered #178-179 10/28/1979; name still in use 1981.

SHENANDOAH SPECIAL:

Est. 2/11/1904 by naming train est. 6/8/1902; N&W #1-2; Hagerstown-Bristol with through cars New York/Philadelphia-Welch/Gary; NB: this route est. 5/25/1902; name disc. (1/6/07-3/6/10) can't do at Strasburg

*SILVER COMET:

Est. 5/18/1947; #33-34; lightweight streamlined train, New York-Raleigh-Atlanta-Birmingham via SAL; last through sleeper 12/31/1968 (?); last trip Atlanta-Birmingham 1/18/1969; last trip Washington-Richmond 5/7/1969; last trip Richmond-Atlanta 10/14/1969.

*SILVER METEOR:

Est. 2/2/1939; #43/343-344/44; New York-Miami/St. Petersburg; first lightweight diesel streamliner on New York-Florida run; originally an all-coach train operating every third day north of Jacksonville, every 6 days to Miami and every 6 days to St. Petersburg; made daily 12/1/1939; sleeping cars added 4/28/1941; effective 12/6/1942 split into a first section #31-32 to Miami and second section #43-44 west coast; effective 12/12/1946 run as #57-22 to both coasts; effective 5/18/1947 reduced to #57/157-158/58 to both coasts; #21-22 resumed 12/12/1947 as SILVER STAR; west coast section #157-158 discontinued 4/28/1968; continued by Amtrak; renumbered #83-84 11/14/1971; name shortened to METEOR 6/12/72; restored 9/10/72; west coast cars carried 9/10/72-12/15/72, 10/30/77-2/26/78 and after 10/1/1979; combined with CHAMPION north of Jacksonville 9/14/75-12/12/75 and 4/25/76-12/15/76; Tampa-St. Petersburg replaced by bus in mid-1984; still in service 1996; see also ADVANCE SILVER METEOR.

*SILVER STAR:

Est. 12/12/1947 from ADVANCE SILVER METEOR; #21-22; winter-only streamlined train New York-Miami via SAL; restored as year-round train 8/1/1948; west coast section #121-122 added winters-only beginning 12/16/1956; runs to both coasts year-round beginning 4/28/1968; switched to ex-ACL route between Jacksonville and Tampa and Tampa-St. Petersburg extension over ex-SAL replaces separate Jacksonville-St. Petersburg section 4/28/1968; continued by Amtrak to both coasts 5/1/71; renumbered #81-82 11/14/1971; Tampa-St. Petersburg section replaced by bus mid-1984; rerouted over ACL-Southern tracks via Selma between Petersburg and Raleigh 10/ /1986; still running in 1996.

THE SOUTH ATLANTIC LIMITED:

Est. __; L&N #32-33; Cincinnati-Atlanta-Jacksonville via L&N and Central of Georgia; renamed THE SOUTHLAND and extended to Chicago, 11/21/1915.

THE SOUTH WIND:

Est. 12/19/1940; #308-309; year-round all-coach streamliner between Chicago and Miami via Indianapolis and Louisville, L&N/ACL/FEC; operates every third day in coordinated service with DIXIE FLAGLER via C&EI/L&N and CITY OF MIAMI via IC; renumbered #303-304 and sleeping cars added 4/24/1949 when FLORIDA ARROW discontinued; begins operating 2 of every 3 days in winter season 12/15/1950 - operated every third day in summer in 1951+); begins operating every other day in winter season and tri-weekly rest of year 12/16/1954; renumbered

#90-93 4/29/1956; begins running every other day year-round and west coast cars added 12/1/1957 (or 12/12 - check tt. and Key); dome cars added for winter season only 10/25/1959-4/?? /1960, 12/?? /1964-6/17/1966, 12/??/1966-4/??/1967, 12/15/1967-4/??/1968; combined with EAST COAST CHAMPION Jacksonville-Miami 8/16/1963; last run of through cars to and from Penn Central 11/20/1969 and cars carried on PAN AMERICAN between Louisville and Montgomery, Ala.; restored as a through train on a daily schedule by Amtrak as #93/16-15/90 5/1/1971 via ex-IC/NYC route between Chicago and Indianapolis; renamed THE FLORIDIAN 11/14/1971.

***SOUTHEASTERN LIMITED:**

Est. 11/27/1910, replacing the SOUTHERN'S PALM LIMITED ; #33-32; through winter-only train, New York-Augusta-Aiken-Jacksonville via SouRy; last Southern Railway Florida train; last trip 4/17/1915; replaced by local connection from THE BIRMINGHAM SPECIAL and 10/24/1915 by the AUGUSTA SPECIAL.

SOUTHERN & BOSTON EXPRESS:

Est. (5/31/80-7/ /84) from WASHINGTON & BOSTON NIGHT EXPRESS; #40; Washington-Boston overnight train via ferry *Maryland*; renamed BOSTON EXPRESS (1/18/92-5/21/93).

SOUTHERN & NEW YORK EXPRESS:

Est. (5/31/80-7/ /84); #62; Washington-New York with through cars from ACL and R&D; given generic title WASHINGTON & NEW YORK EXPRESS (1/18/92-5/21/93).

***THE SOUTHERN CRESCENT:**

Est. 2/1/1970; #1-2; replaces THE SOUTHERNER/THE CRESCENT southbound and THE SOUTHERNER northbound; New York-New Orleans via Atlanta and Birmingham; est. New York-Los Angeles sleeper 10/19/1970; cut to tri-weekly Birmingham-New Orleans 10/20/1970; extended to Boston by Amtrak as #171-172 11/14/71-2/15/77; cut to tri-weekly Atlanta-New Orleans 6/1/1975; SouRy did not join Amtrak until 2/1/79, at which point THE SOUTHERN CRESCENT became an Amtrak train, THE CRESCENT, #19-20, operating daily New York-New Orleans.

SOUTHERN DAY EXPRESS:

Est. (5/31/80-7/ /84) from WASHINGTON DAY EXPRESS (WDE moved to diff. time); #15; New York-Washington with through cars to ACL and R&D; given generic title NEW YORK & WASHINGTON EXPRESS (1/18/92-5/21/93)

SOUTHERN EXPRESS:

Est. (by 5/1893); #16; Erie/Canandaigua-Washington/Philadelphia; by 12/1900 is #4; by 11/29/14 is Canandaigua-Sunbury #60 with separate Philadelphia section #54 and Washington section #56 east of Sunbury; renumbered #580 1/6/1916; (in 5/25/19 #580 is PHILA. & SOU. EXP. and #574 is WASH. SOU./DOMINION EXP from Rochester); name dropped 11/30/1919; name restored (2/22/20-11/28/20); discontinued east of Emporium and combined with DOMINION EXPRESS 4/25/1954; renumbered #574 east of Emporium 4/25/1954; DOMINION EXPRESS name dropped 2/16/1958; discontinued Harrisburg-Baltimore 3/3/1968 with connection to #548 THE GENERAL; name dropped 4/28/1968; begins operating every other day 4/8/1969; rescheduled to operate as a day train 6/9/1969; last trip Buffalo-Harrisburg 4/30/1971; see also NORTHERN EXPRESS.

SOUTHERN EXPRESS:

Est. (5/24/91-5/ /1893); #23 New York-Port Tampa via ACL; (11/15/96-11/1904) replaced by #39 ATLANTIC COAST LINE EXPRESS. NB: SOUTHERN EXPRESS may be name only on PRR?

SOUTHERN EXPRESS:

Est. (by 11/27/04); #6; Chicago-Cincinnati; last trip 3/21/1914. (with through cars to Florida?)

SOUTHERN EXPRESS:

Est. 3/4/1906 from EASTERN & SOUTHERN EXPRESS (or LOUISVILLE NIGHT EXPRESS; #6; Chicago-Louisville; renamed LOUISVILLE NIGHT EXPRESS 3/22/1914.

SOUTHERN FAST MAIL:

Est. (5/11/90-5/24/91); #27; disc. after 2/21/96; see BOSTON & SOUTHERN EXPRESS.

SOUTHERN NIGHT EXPRESS:

Est. (5/31/80-7/ /84) from WASHINGTON NIGHT EXPRESS; #23; New York-Washington with through cars to Florida via ACL; renamed NEW YORK & SOUTHERN EXPRESS (1/18/92-5/21/93)

SOUTHERN NIGHT EXPRESS:

Est. (5/21/93-6/9/95) from RICHMOND NIGHT EXPRESS; #78; Washington-New York overnight train with through cars from ACL; renumbered #40 (5/26/01-6/27/03); renamed ATLANTIC COAST LINE EXPRESS (6/27/03-11/27/04).

***SOUTHERN STATES SPECIAL:**

Est. 5/5/1929 from the ATLANTA SPECIAL and THE SOUTHERNER; #107/207-208/108; through train New York-St. Petersburg and Birmingham via SAL; east coast service added 12/2/1930 (?); Birmingham section renamed the COTTON STATES SPECIAL 10/28/1934; Florida sections renamed THE SUN QUEEN 12/12/1941.

***THE SOUTHERNER:**

Est. 5/24/1926; #107/807-808/108; off-season train between New York and both coasts of Florida via SAL; eff. 1/2/1929 continues for winter season as #107-108 to west coast only; discontinued 5/5/1929 and replaced by SOUTHERN STATES SPECIAL.

***THE SOUTHERNER:**

Est. 9/27/1936; #56; Pittsburgh-Washington; combined with THE GOTHAM LIMITED west of Harrisburg 11/29/1936; last trip 4/27/1940; main connection for Florida trains.

THE SOUTHERNER:

Est. 3/31/1941; SouRy #47-48; all-coach streamliner between New York and New Orleans via PRR-SouRy, via Atlanta and Birmingham; sleepers added 7/16/1951; begins carrying PRR local passengers New York-Washington on payment of extra fare as PRR #157 6/28/1953; this practice discontinued 4/25/1954; stops running as through train on PRR 3/31/1959; restored as through coaches forwarded on THE POTOMAC 10/25/1959; THE CRESCENT #37 combined with #47 New York-Atlanta 12/4/1967; SOUTHERNER name given priority 6/14/1968; last trip New York-Atlanta diner 12/13/1968; #37 and CRESCENT name dropped (8/68-6/15/69 - prob. 1969) renamed THE SOUTHERN CRESCENT 2/1/1970.

THE SOUTHERN'S PALM LIMITED:

Est. 1/14/1902 replacing NEW YORK & FLORIDA LIMITED; #31-32 (#93-2nd 84 on PRR); all-first class, winter-only train, New York-Charlotte-St. Augustine via SouRy; last trip 4/ /1910; replaced by SOUTHEASTERN LIMITED 11/27/1910.

THE SOUTHLAND:

Est. 11/21/1915 by renaming THE SOUTH ATLANTIC LIMITED and extending it to Chicago; PRR #16-17; through train Chicago-Fort Wayne-Ridgeville-Richmond-Cincinnati-Atlanta-Jacksonville via L&N-CofG-ACL; renumbered PRR #206-207/L&N #32-33 5/28/1916; renumbered #236-207 7/1/1917; renumbered #206-207 11/25/1917 - prob. separate train only in winter; renumbered #307-336 (7/1/17-7/ /18); (last trip for war 6/22/1918; revived ___); renumbered #201-236 12/14/1922; revived as year-round train, Cincinnati-Atlanta 4/30/1922 (?); through cars to St. Petersburg added 12/16/1922; through cars to Miami added 12/1/1923; through sleepers to Tampa via Ft. Wayne and Detroit-Ft. Wayne-St. Petersburg added 12/2/1928; renumbered #200-201 11/1/1928; called THE NEW SOUTHLAND 12/11/1935-11/6/1938; west coast section combined with DIXIE FLYER south of Albany, Ga., 12/12/1946; shifted from route via Fort Wayne to via Logansport and Ridgeville 9/26/1948; shifted to direct route between Logansport and Richmond 4/30/1950; east coast cars combined with DIXIE FLYER south of Atlanta 7/15/1952; renumbered #74-75 4/29/1956; discontinued 11/29/1957 including last Chicago-Florida sleepers; PRR portion of train renamed THE BUCKEYE 12/1/1957.

*SOUTHWESTERN EXPRESS:

Est. 6/12/1892; #7; New York to Cincinnati, Louisville, St. Louis and Memphis via Piqua; renamed ST. LOUIS EXPRESS 5/27/1900.

SOUTHWESTERN MAIL:

Est. 5/23/1920??; #13; see FAST MAIL; by 9/27/36 is SOUTHWESTERN MAIL again

THE SPEAKER:

Est. 4/27/1941; #178; Washington-New York; #109, early morning train New York-Washington added 4/27/1941 [A-sheet says #109 6/22/41]; renumbered #109-150 4/28/1946; renumbered #109-120 9/28/1947 [#150 assigned to THE POTOMAC]; named dropped from #109 only 4/24/1949; #120 discontinued 3/17/1952 and number assigned to THE PRESIDENT.

"THE SPIRIT OF ST. LOUIS":

Est. 6/15/1927 by renaming THE ST. LOUISIAN/NEW YORKER; #30-31; extra-fare, all-first class train, New York-St. Louis; #31 combined with THE BROADWAY LIMITED east of Pittsburgh 2/14/1932; restored 4/24/1932 when coaches added and extra fare dropped; streamlined and made premier train on St. Louis route 6/15/1938; all-Pullman status restored 4/27/1941 and coaches put on THE JEFFERSONIAN; first combined with THE JEFFERSONIAN 6/25/50 (summer only); absorbs coaches from THE JEFFERSONIAN 4/26/1953; last trip of Washington sleeper 10/27/1956; #30 eastbound discontinued eff. 6/30/1970; eastbound PENN TEXAS #4 renamed "SPIRIT OF ST. LOUIS" 10/1/1970; extended to Kansas City by Amtrak 5/1/71; combined with BROADWAY LIMITED east of Harrisburg 5/1/71-4/30/72 (or 11/14/71!! A-sheet); renamed NATIONAL LIMITED by Amtrak 11/14/1971.

*"THE SPIRIT OF ST. LOUIS" (WASHINGTON-INDIANAPOLIS SECTION):

Est. 4/26/1942; #20-21; Washington-Indianapolis; last trip 3/1/1947.

STATE OF MAINE EXPRESS:

Est. 3/2/1913 from PORTLAND EXPRESS; Grand Central to Bangor and Rockland, Me.; in 3/23/25 is #93-94 GCT-Rockland; first established on PRR 9/29/1929 as #111-142, Washington to New Haven, with through cars to Portland and Concord, N.H. via New London; combined with MONTREALER/WASHINGTONIAN south of New Haven as #168/124-125/169 9/28/1930; restored as separate train #111-142 4/26/1931; #142 (also 111?) discontinued eff. 9/27/1931; #111 discontinued (after 7/12/36?); NB #111 is LEGISLATOR after 12/12/32 so only through cars!; continues from Grand Central as #124-125 (eff. when?); last trip 10/29/1960. name at end was STATE OF MAINE, via Worcester.

THE STATESMAN:

Est. 9/27/1931 as revival of the former POTOMAC; #50-51; Washington-Pittsburgh; #51 combined with THE PENNSYLVANIAN west of Harrisburg 4/27/1947; #50 discontinued 9/28/1947; #51 restored, Washington-Pittsburgh 2/29/1948; #50 restored combined with PHILADELPHIA NIGHT EXPRESS west of Harrisburg 9/26/1948; #50 restored west of Harrisburg 4/29/1951; #50-51 combined with PITTSBURGH NIGHT EXPRESS/PHILADELPHIA NIGHT EXPRESS west of Harrisburg 4/27/1952 (or 6/30/52?); name for #51 dropped on main line timetable 9/28/1952; designation #50-51 dropped west of Harrisburg 1/25/1953; name restored in main line timetable for #51 4/26/1953; name for #51 dropped in Washington-Baltimore timetable 11/28/1953; [#50-51 assigned to ADMIRAL 4/29/1956] #50 (what is # east of Hbg?) changed to connect with THE PITTSBURGHER west of Harrisburg 10/28/1956; name eastbound dropped 12/13/1957 on main line timetable and 2/16/1958 on Washington-Baltimore timetable.

*THE STEEL CITY EXPRESS:

Est. 8/15/1915; #36; all-first class, extra-fare train, Chicago-Pittsburgh; renumbered #136 5/28/1916; renumbered #124 and loses extra-fare status 9/27/1925; last trip 9/29/1934.

*THE STEEL KING:

Est. 2/15/1946 to continue a deluxe day train after THE PITTSBURGHER returned to an overnight schedule; #82-83; daylight streamlined train New York-Pittsburgh; originally planned in fall 1940 to meet competition of Pa. Tpk.; subject of 1941 Grif Teller calendar painting; last trip 1/18/1947.

*THE STEELER:

Est. 12/12/1948; #360-361; Pittsburgh-Cleveland via Salem and Alliance; renamed THE MORNING STEELER (eastbound) and THE AFTERNOON STEELER (westbound) 4/30/1950.

*THE SUN QUEEN:

Est. 12/12/1941 from SOUTHERN STATES SPECIAL; #107-108; through train New York-Miami/St. Petersburg via SAL; renamed THE CAMILLIA 5/18/1947.

*THE SUNLAND:

Est. 8/1/1948 by renaming THE CAMELLIA; #107/7-8/108; Washington-Tampa/St. Petersburg via SAL with no through cars from PRR; Miami section added 12/17/1953; Miami section discontinued 4/29/1956; #7 combined with SILVER COMET north of Hamlet 4/27/1958; discontinued south of Jacksonville 4/28/1968; last trip #7 Hamlet-Jacksonville and #8 Jacksonville-Washington 9/8/1968.

***SUNSHINE SPECIAL:**

Est. 12/5/1915 as a Missouri Pacific train between St. Louis, Dallas/Fort Worth and San Antonio; extended to Mexico City 9/14/1930; became a through train over PRR from New York to MoPac points, including Dallas/Ft. Worth, El Paso, Houston, San Antonio, and Mexico City, on 7/7/1946; #3/21-22/4; essentially a Missouri Pacific train operating on PRR rails; renamed TEXAS EAGLE 8/14/1948.

THE SURFSIDE:

Est. on PRR from Penn Station 6/24/1932; summer weekend-only, all-first class train New York to Laconia and Plymouth, N.H., and Rockland, Me., via NH/B&M route via Salem, Beverley and Rockport, Mass., with through cars from Washington on PRR #111-168; last trip 9/18/1932; not operated in 1933 season. [did not exist on New Haven in 1929]

THE SUSQUEHANNOCK:

Est. 4/24/1938 #632-633; Philadelphia-Williamsport on 3:55 schedule; renumbered #526-525/527 4/27/1947; renumbered #528/526-527/529 10/28/1956; last trip #528-529 Harrisburg-Williamsport 9/7/1960. [PRR was shut down by strike on 9/7; or 10/30??]

***THE TAMIAMI:**

Est. ca. 4/22/1930 from MAGNOLIA LIMITED; #81-84; spring-fall only, off-season train, New York to both coasts of Florida via ACL; operates when THE EVERGLADES is not operated; renumbered #71-74 5/17/1935; renumbered #71-72 5/15/1936; last trip 12/14/1940 and replaced by TAMIAMI-CHAMPION in 1941 summer season.

***THE TAMIAMI-CHAMPION (EAST COAST):**

Est. 5/2/1941; #1-2; summer-only, off-season train of lightweight and heavyweight coaches operated in place of CHAMPION, New York-Miami via ACL; eff. 12/6/1942 adds 2nd section of coaches and sleepers to compensate for withdrawal of CHAMPION during war; 2nd section renumbered #105/7-8/106 and an all-coach section #105/1-2/106 created 5/23/1943; both trains renamed CHAMPION (EAST COAST) 12/20/1943.

***THE TAMIAMI-CHAMPION (WEST COAST):**

Est. 5/2/1941; #91-92, New York-St. Petersburg via ACL; begun as summer-only, off-season coach train replacing THE TAMIAMI; sleepers added 12/6/1942 to compensate for withdrawal of FLORIDA SPECIAL (WEST COAST); renamed THE CHAMPION (WEST COAST) 12/20/1943.

TAMPA BAY HOTEL LIMITED:

Est. 1/6/1896; #32-35; year-round train, New York-Tampa via SouRy-Plant System route; (still op. 1/18/1897); may be name on Plant System only?

***THE TAR HEEL:**

Est. 9/26/1927; #41-42; Washington-Wilmington, N.C. via ACL; with through sleepers to New York; begins running through 4/12/1931; #42 combined with PALMETTO north of Rocky Mount 8/14/1932; name dropped eff. 12/10/1937 and Wilmington car carried on PALMETTO.

THE TENNESSEAN:

Est. 5/18/1941; #45-46; lightweight coach and Pullman streamliner New York-Memphis via PRR-SouRy-N&W-SouRy, via Bristol and Chattanooga, replacing THE MEMPHIS SPECIAL; through cars north of Washington discontinued 4/26/1959; last trip Washington-Bristol 6/25/1966

and operated Bristol-Chattanooga and Chattanooga-Memphis with break at Chattanooga; Chattanooga-Memphis section connecting with THE PELICAN and #45-46 becomes an unnamed Bristol-Chattanooga local; discontinued Bristol-Chattanooga eff. 11/19/1966 (ICC date -verify - Guide has last trip 10/29/66); last run Chattanooga-Memphis 3/30/1968.

***THE TEXAS EAGLE:**

Est. 8/14/1948 by renaming SUNSHINE SPECIAL; #3/21-22/4; through MoPac train, New York-Mexico City; PRR portion renamed THE PENN TEXAS 12/12/1948.

THE TRAIL BLAZER:

Est. 7/28/1939; #77-1st 78; all-coach streamlined luxury train between New York and Chicago; renumbered #76-77 9/24/1939; Washington cars added 7/28/1940; Washington cars dropped 11/14/1945 and put on 2nd LIBERTY LIMITED; combined with THE GENERAL as #76-77 on same schedule as THE GENERAL-THE TRAIL BLAZER 6/25/50-9/24/1950; permanently combined as #48-49 THE GENERAL-THE TRAIL BLAZER 9/30/51; TRAIL BLAZER operates as separate 2nd #48-49 during peak holiday seasons 12/ /1951-1/31/1952, and westbound only 12/12/1952-1/20/1953; TRAIL BLAZER name dropped 7/26/1959.

TURBO YANKEE CLIPPER/TURBO YORK CLIPPER:

Est. 11/14/1971 from TURBOSERVICE; #150-151; New York-Boston; renamed TURBO YANKEE CLIPPER both ways 1/16/1972; renamed YANKEE CLIPPER TURBO 10/29/1972.

TURBOLINER:

Est. 4/8/1969 and again 4/23/1969; #3001-3002; United Aircraft Turboliner, New York-Boston on 3:55 schedule; renamed TURBOTRAIN 5/15/1969; renamed "Turboservice" 6/9/1969 (or 8/15/69); second trainset added making weekend trips as #3004- 3005 on Fridays, #3006 on Mondays and #3007 on Sundays 8/15/1969-9/29/1969, 6/26/1970-10/18/1970; extended from Back Bay to South Station and second round trip of #3014 Saturdays and #3015 on Saturdays and Sundays added 8/7/1970; moved from Grand Central Terminal to Penn Station 2/1/1971; renamed TURBO YANKEE CLIPPER/TURBO YORK CLIPPER 11/14/1971.

***THE 24 HOUR ST. LOUIS/24 HOUR NEW YORKER:**

Est. 11/7/1909; #30-31; all-first class train, New York-St. Louis; renamed THE ST. LOUISIAN/NEW YORKER 11/30/1913.

***THE UNION:**

Est. 4/2/1933; #207-208; day train Chicago-Cincinnati via Fort Wayne and Ridgeville; rerouted to direct line via Logansport and Richmond 4/27/1937; renumbered #71-72 4/29/1956; last trip Logansport-Columbus connection #80-81 10/27/1956; name dropped eff. 10/25/1959; Chicago-Dayton coach discontinued 7/29/1959; #72 discontinued Chicago-Crown Point and Richmond-Cincinnati 10/25/1959; #72 discontinued Crown Point-Richmond 7/6/1960; #71 renumbered #65 4/28/1968; last trip #65 4/30/1971.

***THE UNION (COLUMBUS SECTION):**

Est. 6/21/1936; #907-908; Richmond-Columbus; renumbered #107-108 4/24/1949; renumbered #81-82 4/29/1956; last trip 7/25/1959.

***THE UNION (LOUISVILLE SECTION):**

Est. 10/31/1948; #319-320; Logansport-Louisville; formerly unnamed local; renumbered #307-308 4/24/1949; last trip 6/25/1952.

UNITED STATES FAST MAIL:

Est. (by 5/21/93); (in 8/13/93 is RICHMOND & DANVILLE FAST MAIL; renamed GREAT SOUTHERN FAST MAIL 12/24/1893; renamed UNITED STATES FAST MAIL 11/18/1894; renamed FAST MAIL 2/19/00); #35-36; through cars New York-Atlanta-New Orleans via SouRy; renamed WASHINGTON-ATLANTA-NEW ORLEANS (5/19/18-6/22/19); renamed NEW YORK-WASHINGTON-ATLANTA-NEW ORLEANS EXPRESS (6/22/19-1/23)

*THE VACATIONER:

Est. 12/15/1938; #70-79; winter-only deluxe all-coach train New York-Miami via PRR and ACL; withdrawn for war, last trip 4/5/1942; restored 12/12/1946; Pullmans added and renumbered #73-74 12/14/1947; made all-Pullman 12/13/1951; coaches restored and run to both coasts effective 12/17/1953; discontinued 3/30/1955; name revived by Amtrak for winter-only Miami train #95-96 12/15/72-4/29/73 and 12/14/73-4/28/74.

*VALLEY SPECIAL:

Est. 9/27/1936 by naming an earlier train; #354-375; Orrville-Alliance Jct.-Niles-Youngstown-Pittsburgh; carries through cars from Chicago to Pittsburgh and Cleveland from GOTHAM LIMITED; last trip #375 4/27/1940; #354 extended to Chicago and renumbered #34 9/28/1947; name dropped, last trip 12/11/1948; cut to Chicago-Crestline local 4/24/1949.

VANDALIA-TOLEDO DAY EXPRESS/VANDALIA-ST. LOUIS DAY EXPRESS:

Est. 6/1/1913; #20/83-84/7; Terre Haute-Toledo with through cars from St. Louis; last trip ca. 1/1914.

VANDALIA-TOLEDO NIGHT EXPRESS/VANDALIA-ST. LOUIS NIGHT EXPRESS:

Est. 6/1/1913; #44/80-85/13; Toledo-Terre Haute with through cars to St. Louis; last trip ca. ?/1914.

WASHINGTON & ATLANTA EXPRESS:

Est. (1898-5/26/01); #33-34; Washington to Atlanta, Aiken and Savannah via SouRy, with through cars from New York to Plant System's NEW YORK & FLORIDA EXPRESS #33-34 to Tampa; replaced by WASHINGTON & FLORIDA LIMITED 11/24/1901 (?)

WASHINGTON & ATLANTIC CITY EXPRESS:

Est. 5/24/1903 from ATLANTIC CITY & WASHINGTON EXPRESS; #37-38; summer-only through train Washington-Atlantic City; renamed ATLANTIC CITY SPECIAL (1904-6/11/05)

WASHINGTON & BOSTON NIGHT EXPRESS:

Est. (6/25/77-5/31/80) from WASHINGTON, PHILADELPHIA & BOSTON NIGHT EXPRESS; Washington-Boston via steamer *Maryland*; renamed SOUTHERN & BOSTON EXPRESS (5/31/80-7/84); see also BOSTON & WASHINGTON NIGHT EXPRESS.

WASHINGTON & CHATTANOOGA LIMITED:

Est. (by 1893); N&W #5-6; Hagerstown-Bristol-Chattanooga; in 1893 Washington cars carried via B&O main line and New York-New Orleans cars carried via PRR/Cumberland Valley; Philadelphia-New Orleans cars est. 11/24/1889; extended to New York 5/24/1891; New York cars rerouted to B&O 12/1893.

***WASHINGTON & CHATTANOOGA LIMITED:**

Est. 3/12/1899 when through sleeper est.; #39-40; Washington-Chattanooga via SouRy-N&W-SouRy with through cars between New York, Birmingham and New Orleans; combined with NEW YORK & ATLANTA EXPRESS north of Monroe as #39-40 11/24/1901; separated and renumbered #41-42 6/8/1902; combined with NEW YORK & MEMPHIS LIMITED 8/11/1902; renamed WASHINGTON-CHATTANOOGA-NEW ORLEANS LIMITED 12/23/1917.

WASHINGTON & FLORIDA LIMITED:

Est. (1893-11/1904 - possibly 1/30/99 when NY-Fla. cars est via SouRy); #29-30; Washington to both coasts of Florida via Charlotte over SouRy-FEC; carries New York-Charlotte cars in 11/1904; discontinued (11/1904-5/1916 - prob. 11/26/11 when #29-30 assigned to BIRMINGHAM SPECIAL).

WASHINGTON & NEW YORK FAST EXPRESS:

Est. (7/ /84-6/3/88); #38; Washington-New York with through cars from ACL and R&D; renamed ATLANTIC COAST LINE EXPRESS 1/1/1893; see NEW YORK & WASHINGTON FAST EXPRESS.

WASHINGTON & PHILADELPHIA EXPRESS:

Est. (11/25/06-11/29/14) from WASHINGTON DAY EXPRESS; #52; Buffalo-Washington/Philadelphia; renumbered #570 1/3/1916; named dropped 11/30/1919; name restored (2/22/20-11/28/20 - 5/23/20??); renamed WASHINGTON EXPRESS 7/8/1951 when Philadelphia section discontinued and replaced by connection on #602.

WASHINGTON & SOUTHWESTERN (VESTIBULED) LIMITED:

Est. 1/11/1891; #37-38; all-first class through train New York-Washington-Atlanta via Richmond & Danville Railroad (later SouRy); extended to New Orleans via L&N (by 5/21/93); "VESTIBULED" dropped from name 2/19/1900 after vestibuled cars more common; coaches added New York-Atlanta in "early 1900s" (Dubin); renamed NEW YORK & NEW ORLEANS LIMITED (1907-3/ /1910).

***WASHINGTON BROADWAY LIMITED:**

Est. 5/6/1923 from Washington cars on #28-29; #58-59; extra-fare, all-first class train Washington-Chicago; renamed LIBERTY LIMITED 9/27/1925.

WASHINGTON-CHATTANOOGA-NEW ORLEANS:

Est. (5/18/31-3/22/32) by renaming WASHINGTON-CHATTANOOGA-NEW ORLEANS LIMITED; #41-42; New York-Bristol-Chattanooga-New Orleans; renamed THE PELICAN 12/15/1946.

WASHINGTON-CHATTANOOGA-NEW ORLEANS LIMITED:

Est. 12/23/1917 by renaming WASHINGTON & CHATTANOOGA LIMITED; #41-42; Washington-New Orleans via Bristol, Chattanooga and Birmingham over SouRy-N&W-SouRy; New York cars dropped by USRA 1/6/1918; renamed WASHINGTON-CHATTANOOGA-NEW ORLEANS (7/26/31-3/6/32)

WASHINGTON DAY EXPRESS:

Est. (7/1/73-8/ /76); New York-Washington; renamed SOUTHERN DAY EXPRESS (5/31/80-7/ /84);

WASHINGTON DAY EXPRESS:

Est. (7/ /84-6/3/88); #33; New York-Washington; reduced to New York-Baltimore local (1/18/92-5/21/93); see also NEW YORK DAY EXPRESS.

WASHINGTON DAY EXPRESS:

Est. 11/25/1906 from WASHINGTON EXPRESS; #52; Buffalo-Washington; renamed WASHINGTON & PHILADELPHIA EXPRESS (11/25/06-11/29/14); see also BUFFALO DAY EXPRESS.

WASHINGTON EXPRESS:

See ATLANTIC CITY EXPRESS

*WASHINGTON EXPRESS:

Est. 5/27/1900 from DAY EXPRESS; #8; Buffalo-Washington; renumbered #52 11/26/1905; renamed WASHINGTON DAY EXPRESS 11/25/1906.

WASHINGTON EXPRESS:

Est. 11/27/1910; #38; all-Pullman train, Pittsburgh-Washington; renamed CAPITAL EXPRESS (7/ /12-5/25/13).

*WASHINGTON EXPRESS:

Est. 6/16/1918; #50; all-Pullman train, Pittsburgh-Washington; renamed THE POTOMAC 12/15/1929.

WASHINGTON EXPRESS:

Est. 11/11/1923; #52; Pittsburgh-Washington with cars from Lines West; last trip (4/23/1927??)

*WASHINGTON EXPRESS:

Est. 7/8/1951 from WASHINGTON & PHILADELPHIA EXPRESS; #570; Buffalo-Washington; renamed BALTIMORE DAY EXPRESS 1/16/1958; see also BUFFALO DAY EXPRESS.

WASHINGTON NIGHT EXPRESS:

Est. 6/29/1873; New York-Washington via York; changed to run via PW&B 7/24/1873; through cars from R&D and ACL added (6/25/77-5/31/80); renamed SOUTHERN NIGHT EXPRESS (5/31/80-7/ /84); see also NEW YORK NIGHT EXPRESS.

WASHINGTON NIGHT EXPRESS:

Est. (1893?-8/3/02); #14; Buffalo-Washington; (in 1/1917 is #528 Hbg-DC conn. from #576); (what renamed? DOMINION EXPRESS? INTERNATIONAL EXPRESS?; see also BUFFALO NIGHT EXPRESS.

WASHINGTON, PHILADELPHIA & BOSTON NIGHT EXPRESS:

Est. (8/ /76-6/25/77) from NORTHERN EXPRESS; Washington-New York with through cars Philadelphia-Boston via steamer *Maryland*; renamed WASHINGTON & BOSTON NIGHT EXPRESS (6/25/77-5/31/80); see also BOSTON, PHILADELPHIA & WASHINGTON NIGHT EXPRESS.

WASHINGTON-RICHMOND LIMITED/RICHMOND-WASHINGTON LIMITED:

Est. (by 1/1917); #401/15-16/172; Washington-Richmond via RF&P with through cars from Philadelphia and to New York.

WASHINGTONIAN:

See MONTREALER

WATERVILLE EXPRESS:

Est. on PRR 6/14/1932; #134/220; all-first class train operating 4 times a week, New York-Portland-Waterville via NH/B&M with through cars from Washington; runs combined with the STATE OF MAINE EXPRESS south of ___; combined with the BAR HARBOR EXPRESS eff. 9/6/1932; last trip 10/16/1932; not revived in 1933. (ran from GCT with cars from Penn Sta.! from Guide have LT from GCT 9/18/32!)

*THE WEEKEND CHAMPION:

Est. 6/14/1957; #8 ; extra, weekend-only train Miami-New York; counterpart of ADVANCE EAST COAST CHAMPION; last trip 8/31/1957; restored 6/14/1968; 2nd #91-92; extra, tri-weekly summer-only train, New York-Jacksonville via ACL; last trip 9/8/1968.; not restored in 1969 a/c Penn Central refusal to carry cars north of Washington.

*WEEK-END SPECIAL:

Est. 5/27/1906; #287; summer-only Saturday train, Pittsburgh to Erie; last trip 9/29/1906; also runs 6/2/1907-9/15/1907; southbound #280 is Monday-only with no name.

*THE WEST COAST CHAMPION:

Est. 12/16/1949 from CHAMPION (WEST COAST); #91-92; streamlined train, New York-St. Petersburg; rerouted from Jesup Cutoff to via Waycross 8/15/1962; combined with EAST COAST CHAMPION north of Jacksonville (summer only) beginning in 9/8/1964-12/17/1964; run three times a week as CONSOLIDATED CHAMPIONS #1/191-192/2, 4/26/1965-6/3/1965, run daily as CONSOLIDATED CHAMPIONS, 9/6/1965-10/30/1965; run combined with EAST COAST CHAMPION north of Jacksonville, but with both names, 4/24/1966-6/16/1966, 9/6/1966-10/29/1966, 4/30/1967-6/30/1967; run independently at other times; combined north of Jacksonville permanently 9/4/1967; renamed THE CHAMPION 12/14/1967 when EAST COAST CHAMPION dropped.

WEST INDIAN LIMITED:

Est. 5/18/1925; #85-86; year-round train, New York-Jacksonville and west coast of Florida via ACL; handles coaches and stops dropped from HAVANA SPECIAL; discontinued (9/ /28)

WEST VIRGINIAN:

Est. (12/ /24-7/ /29); #6; Cincinnati, White Sulphur Springs and Hot Springs to Washington and Newport News with through sleepers to New York formerly carried on RESORT SPECIAL; discontinued 4/24/1932; no through cars on #1 westbound, which was renamed the WEST VIRGINIAN on 4/29/1923.

THE WEST VIRGINIAN:

Est. (by 9/29/46); #7806-7833; Pittsburgh-Fairmont via PRR/Monongahela Ry.;

WESTERN EXPRESS:

Est. (by 8/88); #9; New York-Chicago; (by 1920) connects with #19 CLEVELAND, CINCINNATI & CHICAGO EXPRESS west of Pittsburgh; restored as a separate New York-Chicago train 11/28/1920; combined with THE RAINBOW between Pittsburgh and Crestline only 7/19/1931; by 3/27/1932 cut to New York-Pittsburgh; last trip 4/23/1932.

THE WILLIAM PENN:

Est. 9/29/1940; #29/189/141; Boston-Philadelphia, southbound only; renumbered #189 (by 5/18/1941); THE BAY STATE northbound renamed THE WILLIAM PENN, #182-189, 4/28/1946; renumbered #188-189 6/26/1949 replacing THE PILGRIM; #189 discontinued New York-Philadelphia 4/28/1957; #188 discontinued Philadelphia-New York 2/16/1958; last trip #188-189 New York-Boston 10/27/1962.

WILLIAMSPORT & PHILADELPHIA EXPRESS:

Est. (1893-11/1904); from SEA SHORE EXPRESS?; by 12/00 is PHILADELPHIA EXPRESS; #64; Williamsport-Philadelphia; renumbered #630 1/3/1916; name dropped 11/30/1919; name restored (2/22/20-11/28/20); renamed PHILADELPHIA EXPRESS (5/25/19-11/28/20). NB: by 12/1900 is PHILA EXP

WILLIAMSPORT EXPRESS:

Est. (by 1893); #13; Philadelphia-Williamsport; eb. is SEA SHORE EXPRESS; renumbered #67 by 12/1900; renumbered #631 1/3/1916; name dropped 11/30/1919; name restored (2/22/20-11/28/20 - 5/23/20??); renamed LOCK HAVEN EXPRESS 9/30/1923; name restored from LOCK HAVEN EXPRESS 4/30/1933; name dropped eff. 4/24/1938 with introduction of THE SUSQUEHANNOCK; last trip Harrisburg-Williamsport 9/23/1939; last trip Philadelphia-Harrisburg 4/23/1949.

***WORLDS FAIR EXPRESS:**

Est. 8/2/1903; #119; Columbus-St. Louis; renamed WORLDS FAIR SPECIAL 5/15/1904.

***WORLDS FAIR SPECIAL/PITTSBURGH SPECIAL:**

Est. 5/15/1904; #28-29; Pittsburgh-St. Louis via Dayton running in connection with PITTSBURGH SPECIAL/NEW YORK SPECIAL on Lines East; #29 renamed ST. LOUIS SPECIAL 11/27/1904.

THE YANKEE CLIPPER:

Est. 3/18/30 as all-first class New Haven train New York (Grand Central)-Boston; coaches added 4/28/1940; (#22-23 in 1960s); renumbered #184 4/26/1970; switched from Grand Central to Penn Station 9/21/1970; extended to Washington-Boston 3/1/1971; continued by Amtrak as #184 New York-Boston 5/1/1971-11/13/71; name applied to TURBOTRAIN #150-151 as TURBO YANKEE CLIPPER/TURBO YORK CLIPPER 11/14/71-1/15/72; as TURBO YANKEE CLIPPER 1/16/72-10/28/72; as YANKEE CLIPPER TURBO and MANHATTAN TURBO 10/29/72-8/14/73; extra fare dropped 7/1/1973; renamed YANKEE CLIPPER and MANHATTAN 8/15/73; one round trip cut to Penn Station-Providence and the other switched to Grand Central-Boston 2/15/1976; last two United Aircraft train sets make last runs 9/8/1976.

***YOUNGSTOWN-NEW CASTLE EXPRESS:**

Est. 11/30/1919, from PITTSBURGH NIGHT EXPRESS; #142; Chicago-Pittsburgh with cars from Cleveland and New Castle; renamed AKRON-CLEVELAND EXPRESS 5/23/1920.